

CASA DE ORO CONNECTS APPENDICES

Community Based Transportation Casa de Oro Neighborhood Mobility Plan

County of San Diego
Planning & Development Services
March 2026



TABLE OF CONTENTS

Appendix A.

Existing Conditions Assessment

Appendix B.

Development Feasibility Assessment:
Infrastructure Analysis Report Excerpts

Appendix C.

Engagement Summary &
Public Workshop Transcripts

Appendix D.

Pop-Up Tabling Comments Transcripts

Appendix A



Existing Conditions Assessment



June 24, 2025

Casa de Oro Connects (Casa de Oro / Spring Valley)

Existing Conditions Assessment

Introduction

In order to develop a plan for improving multimodal access within the Casa de Oro/Spring Valley community that will encourage walking, biking, and transit trips, a comprehensive review of the existing travel environment is required for the Casa de Oro/Spring Valley Neighborhood Mobility Plan study area, which will be referred to as Casa de Oro Connects. While this existing conditions assessment includes a review of physical facilities that already serve multimodal users, other community characteristics must also be considered, such as:

- Key destinations in and around Casa de Oro/Spring Valley
- Existing land uses
- Environmental conditions (weather, air pollution, etc.)
- Demographics
- Travel patterns

The factors above are indicators as to how and why people choose their travel mode and offer perspective relative to types of transportation options and the infrastructure needed to support those modes. Input from the community coupled with a comprehensive understanding of existing conditions sets the foundation for developing a plan that reflects the community's needs and is consistent with the community's goals.

The purpose of this existing conditions assessment is to set the foundation for the baseline conditions, potential gaps and concerns, and the physical conditions of the transportation system within the Casa de Oro community. It is a reflection of the community and the issues raised by its residents, employees, and business owners, as well as a clear representation of how people are using, and the barriers associated with, the existing transportation facilities.

Project Background

In July 2021, the County of San Diego (County) adopted a new General Plan Environmental Justice Element. This element contained Implementation Action 7.6.2.B, with the goal to "Collaborate with SANDAG, local transit agencies, and other community partners to engage in community-based transportation planning initiatives that seek to expand operation hours and improve quality of service." On December 10, 2021, the San Diego Association of Governments (SANDAG) adopted its 2021 Regional Plan and Sustainable Communities Strategy (Regional Plan), which includes developing a network of Mobility Hubs that "includes our region's urban core and 30 Mobility Hubs that were identified based on land use and employment characteristics, travel patterns, and demographics." Less than 1% of unincorporated San Diego County is currently within the sphere of influence of the proposed Mobility Hubs, where transit and on-demand travel infrastructure investment will be focused. The disproportionate distribution of Mobility Hub areas has an impact on unincorporated communities and neighborhoods where transportation and



CoSD CBT Program -

Casa de Oro / Spring Valley Neighborhood Mobility Plan

investment resources are greatly needed. To achieve greater equity and expand mobility options for the unincorporated areas, the County is initiating a collaborative program with SANDAG, the Community Based Transportation Program (CBT Program), to develop and implement transportation and investment opportunities.

Casa de Oro Connects is part of the CBT Program and is intended to bring Casa de Oro/Spring Valley residents, community organizations, and County staff together to identify multimodal transportation challenges and needs in the local community. It provides a toolbox of mobility solutions for an unincorporated community to form what will be the Neighborhood Mobility Plan for Casa de Oro/Spring Valley.

Casa de Oro Connects will focus on achieving greater equity and expanding mobility options within the community. It will explore unique opportunities to educate the public, analyze infrastructure needs, and develop recommendations related to mobility that can directly contribute to and complement County plans and policies to reduce greenhouse gas emissions. Casa de Oro Connects will also identify community-specific opportunities to align with potential increased infill development and density within the study area.

More specifically, the Casa de Oro Connects will look to achieve mobility goals, including but not limited to:

- Analyze ways to better connect the Casa de Oro/Spring Valley community to the La Mesa Spring Street Trolley Station and increase transit options.
- Accommodate multimodal travel options and grow active transportation networks (e.g., walking, biking, rolling, micro-mobility, and public transit).
- Assist the community in understanding how improved mobility and expanded community capacities and collaborative relationships may help to address community needs such as health, safety, housing, equity, restorative justice and mobility.
- Encourage and facilitate opportunities for all community members to participate in creating the vision, prioritization, and decision-making.

Due to the proximity of Spring Valley MOVES and to promote continuity along the joint corridors/study areas, the Casa de Oro Connects will incorporate and connect findings and recommendations identified in Spring Valley MOVES.

On a parallel basis, the County conducted a Development Feasibility Analysis (DFA) in the Casa de Oro community to identify improvements needed to facilitate development, infrastructure advancements that will enhance development feasibility, and associated costs and timelines for building needed infrastructure. The CBT Program, and the resulting Casa de Oro Connects plan, will not be limited to the study area boundaries set by the DFA project. Casa de Oro Connects will be a holistic approach that will incorporate recommendations from the DFA as it aligns with outreach from Casa de Oro Connects. While the DFA, in conjunction with the County of San Diego's Department of Public Works' Infrastructure Gap Analysis, studied gaps in mobility infrastructure in specific areas, Casa de Oro Connects will more comprehensively address transportation and connectivity concerns between, and beyond, these areas.



CoSD CBT Program -

Casa de Oro / Spring Valley Neighborhood Mobility Plan

The County was selected to implement a 2-year planning grant for its application titled Spring Valley SEEDS - Sustainable Environments & Engaged Development Strategies. The project will undertake five distinct planning tasks also focused in the Spring Valley community that intend to increase economic resiliency, reduce greenhouse gas emissions, and address public and environmental health issues. Casa de Oro Connects will coordinate and work jointly with Spring Valley SEEDS projects as it relates to the ongoing work of improving the community's mobility options.

In addition, in 2023 The Campo Road Corridor Revitalization Specific Plan was adopted to provide guidance for the future development of the Campo Road Commercial Corridor. It is a community-based plan to improve the urban form, quality of life, and public safety along the Campo Road Commercial Corridor. The Specific Plan covers a 60-acre area centered on Campo Road and serves as the commercial and civic center of the Casa de Oro community. The Casa de Oro Connects will work in conjunction with the and supplement the outcomes of the Specific Plan to ensure alignment of the vision for Casa de Oro corridor.

Existing Land Use & Housing

Study Area

The Neighborhood Mobility Plan focuses on the connection from Casa de Oro to Spring Valley along segments of Campo Road, Bancroft Drive, Kenwood Drive, and Troy Street. The study area was identified in coordination with County staff in connecting efforts between Spring Valley MOVES and the Casa De Oro Revitalization Specific Plan study area as well as the connection between the communities separated by the SR-125 and SR-94 freeways. The study area for the Neighborhood Mobility Plan generally includes the unincorporated County within approximately 0.25 miles of these corridors with the focus of identifying and providing safe access to important community amenities and of activity such as schools, churches, libraries, and other places of interest. **Exhibit 1** shows the overall study area in relation to the neighboring cities of Lemon Grove and La Mesa and identifies the Casa de Oro DFA boundary as well. This plan will incorporate the recommendations identified in the DFA as it aligns with outreach from Casa de Oro Connects. While the DFA will study mobility concerns related to development in specific areas, Casa de Oro Connects will more comprehensively address transportation and connectivity concerns between, and beyond, the DFA areas.

The study area includes seven census tracts (135.03, 136.01, 137.01, 137.02, 138.01, 138.02, and 139.06), all of which extend beyond the study area boundary. One tract (138.01) extends north across SR 94 into the City of La Mesa, while the other six fall completely within the unincorporated County of San Diego. Additionally, the census tracts fall within two different Community Planning Group Areas, Spring Valley (137.02, 138.02, and 139.06) and Casa de Oro (136.01 and 137.01) and two that span both areas (135.03 and 138.01).

Existing Land Uses

The majority of the Casa de Oro Connects study area is designated as single-family residential, as shown in **Exhibit 2**. There are two primary commercial corridors within the study area, Bancroft Drive/Troy Street and Campo Road (**Exhibit 1**). Along Campo Road, commercial areas support the adjacent communities and provide a mix of services including grocery stores, restaurants, institution and education facilities, while the other commercial corridor along Bancroft Drive and Troy Street largely comprises automotive

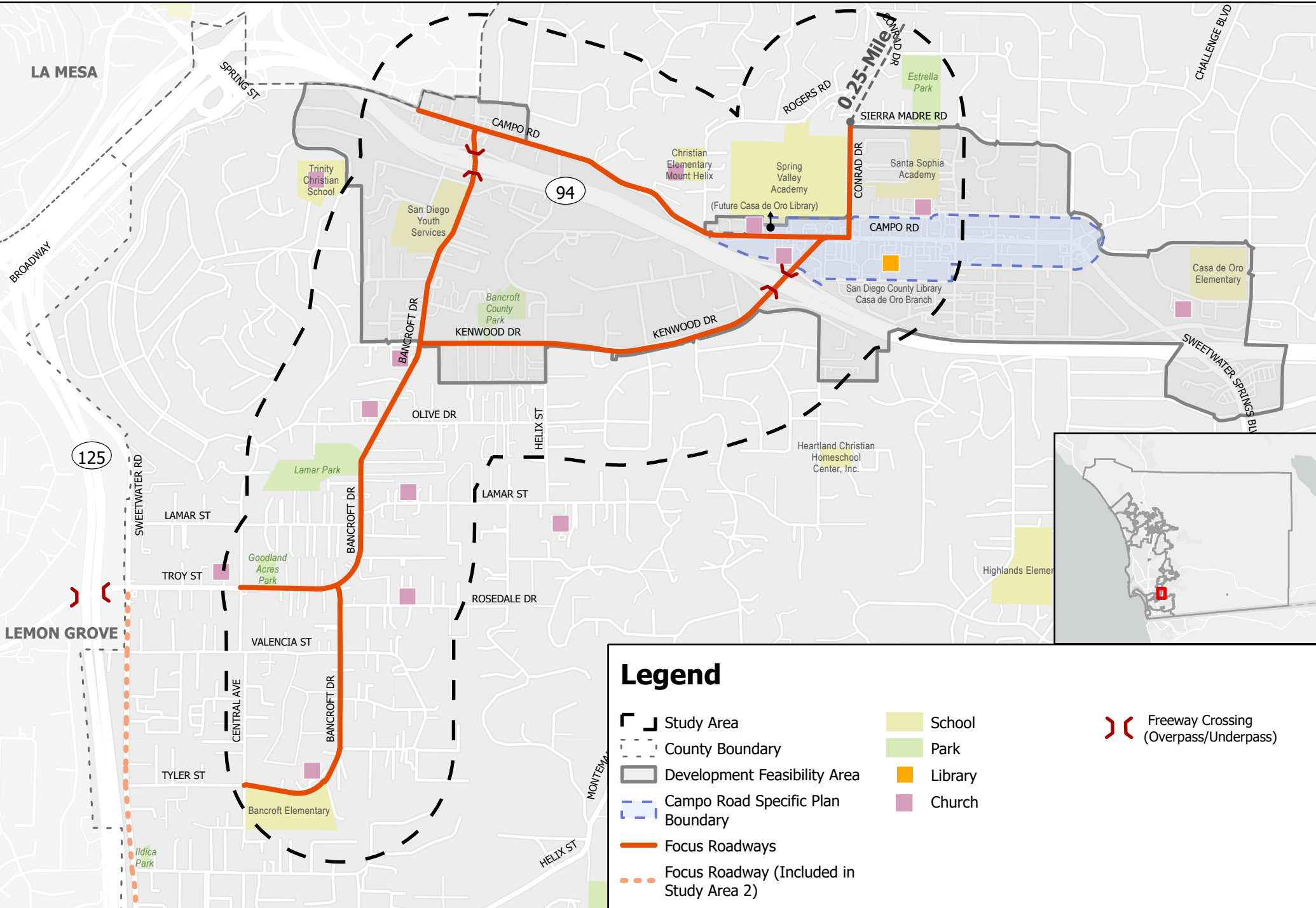


CoSD CBT Program -

Casa de Oro / Spring Valley Neighborhood Mobility Plan

supportive businesses, smaller local retailers, and light industrial uses. The land uses along Kenwood Drive are primarily single-family residential with an increase in multifamily residential approaching Bancroft Drive.

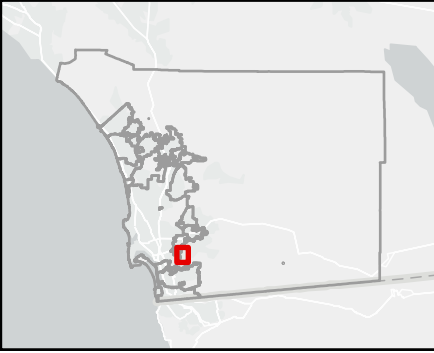
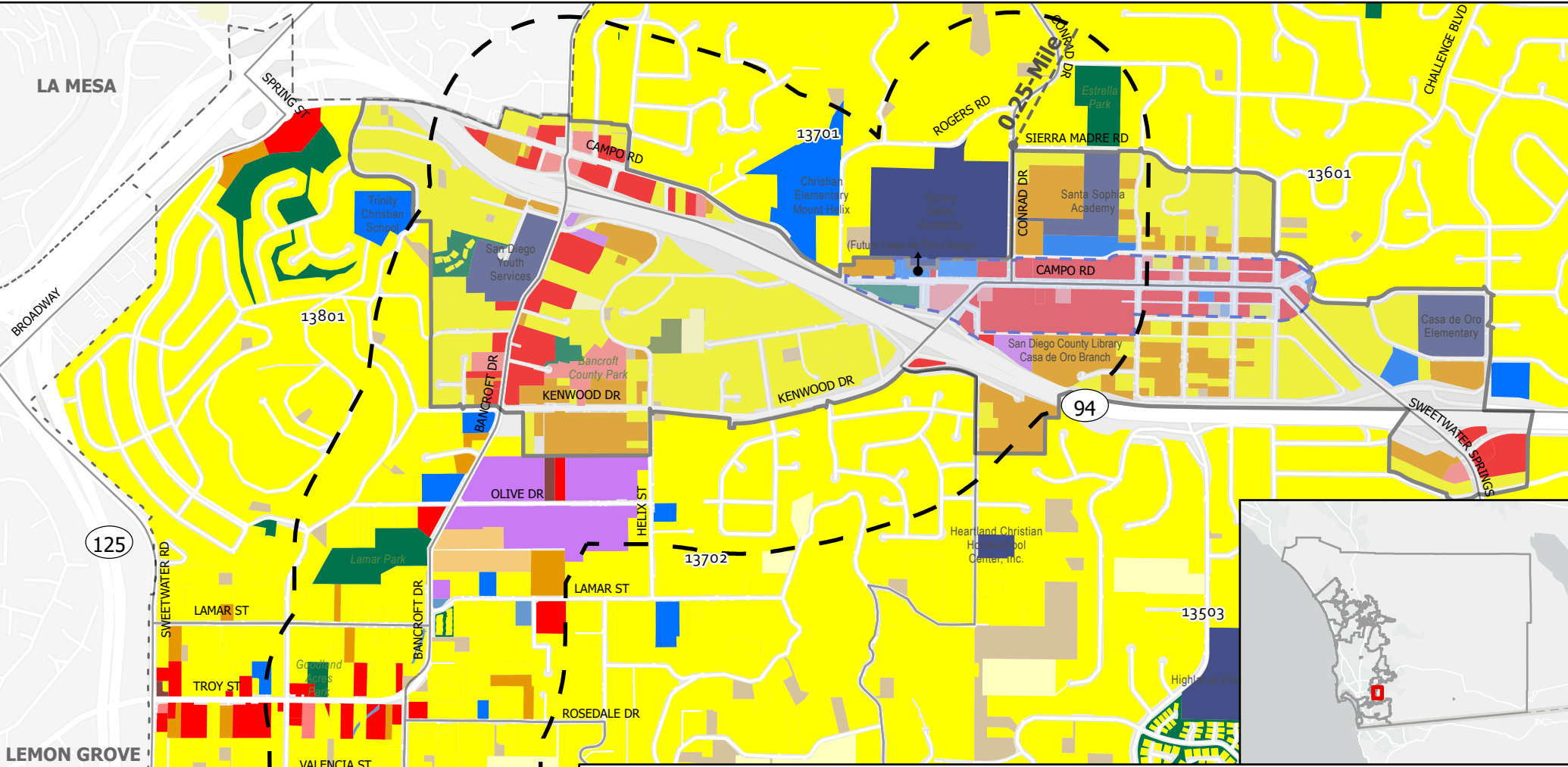
In terms of recreational amenities, there are four County parks within the study area (Estrella, Bancroft, Lamar, and Goodland Acres County Parks). The study area also has one elementary school (Bancroft Elementary), one middle school (Spring Valley Academy), one school with preschool to eighth grade (Santa Sophia Academy), and ten religious institutions. Other community amenities include the San Diego Youth Services and the Casa de Oro branch of the San Diego County Library system. All of these locations are important community destinations for the Casa de Oro and Spring Valley communities. Overall, the existing land use patterns in the study area reflect a concentration of a mix of land uses (commercial, multifamily, industrial, and education/institution) along the focus roadways with single-family residential uses located adjacent and between these corridors.



Legend

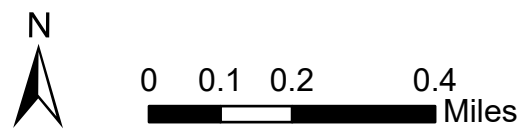
Study Area	School	Freeway Crossing (Overpass/Underpass)
County Boundary	Park	
Development Feasibility Area	Library	
Campo Road Specific Plan Boundary	Church	
Focus Roadways		
Focus Roadway (Included in Study Area 2)		

Study Area 3 - Casa de Oro/Spring Valley



Legend

<ul style="list-style-type: none"> Study Area County Boundary Development Feasibility Area Campo Road Specific Plan Boundary 	<p>Land Use</p> <ul style="list-style-type: none"> Spaced Rural Residential Single Family Residential Mobile Home Park Multi-Family Residential Mixed Use Commercial Office Commercial Retail Heavy Industrial Light Industrial Institution Education 	<ul style="list-style-type: none"> Transportation, Communications and Utilities Agriculture Recreation and Open Space Vacant
---	--	--



Study Area 3 - Casa de Oro/Spring Valley



Housing Stock

By analyzing housing trends in the housing stock, mobility needs for Spring Valley can be assessed. **Table 1** summarizes the distribution of unit size by tenure in 2022. The most common unit size for renter-occupied units was two-bedroom units, followed by three-bedroom units, indicating that these units are likely occupied by young families, younger couples, or individuals with roommates. The most common size for owner-occupied units was three-bedroom units, followed by four-bedroom units, indicating large families and potentially multigenerational families. Collectively, two- and three-bedroom units are the most common in the study area, at 29.9% and 40.2% of the total housing stock, respectively. As shown, approximately 59% of the housing stock is owner-occupied and 41% is rented.

Table 1: Unit Size by Tenure

Unit Size	Owner-Occupied		Renter-Occupied		Total Occupied Housing Units	
	Units	%	Units	%	Units	%
No bedroom/Studio	74	1.2%	142	3.2%	216	2.0%
1 bedroom	101	1.6%	574	13.0%	675	6.3%
2 bedrooms	921	14.5%	2,302	52.1%	3,223	29.9%
3 bedrooms	3,259	51.3%	1,076	24.3%	4,335	40.2%
4 bedrooms	1,549	24.4%	310	7.0%	1,859	17.3%
5 or more bedrooms	450	7.1%	17	0.4%	467	4.3%
Total	6,354	100%	4,421	100%	10,775	100%

Source: US Census Bureau, American Community Survey 5-Year Data 2022, Table B25042

Demographics & Equity

Community Profile

Population & Household Composition

This section describes the population and household characteristics within the study area, including data on the number of households, household size, household income, and composition by census tract.¹

The population of residents that live within the study area, according to 2022 US Census data, is approximately 33,684 and is made up of 10,790 households, as shown in **Table 2**.

Also highlighted in **Table 2**, the average number of persons per household in the study area in 2022 was 3.1, which is higher than the County and statewide average of 2.7 and 2.8, respectively. Larger household size can be an indicator of a need for larger sized units at potentially affordable income levels .

¹ The US Census Bureau defines a household as all persons living in a single housing unit, whether or not they are related. A household can be one person, a single family, multiple families, or any group of related or unrelated persons.



Table 2: Number of Households and Size by Census Tract

	Casa de Oro/Spring Valley Census Tracts							Total
	135.03	136.01	137.01	137.02	138.01	138.02	139.06	
Total Households	1,975	2,013	864	1,581	1,778	874	1,705	10,790
Average Household Size	3.13	2.77	2.74	3.39	3.09	3.59	3.03	3.1

Source: US Census Bureau, American Community Survey 5-Year Data 2022, Table S1101

Of the households reported as family households, Error! Reference source not found. highlights that more than half (51%) of these households are married couples. The Non-family category makes up the second highest percentage of households at 25%, which indicates a significant number of households consisting of a householder living alone (a one-person household) or where the householder shares the home exclusively with people to whom they are not related.

Error! Reference source not found. shows the trend of household size by tenure in the study area. Two-person and three-person households make up the largest percentage of households at 31% and 20%, respectively, and two-person households have the largest percentage of owner-occupied households as well (23%). Owner-occupied units account for 60% of the households within these census tracts.

Figure 1: Household Type

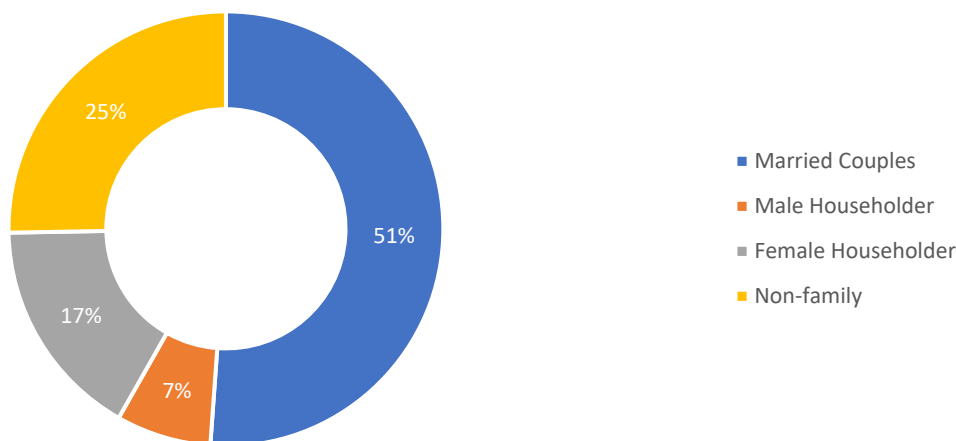
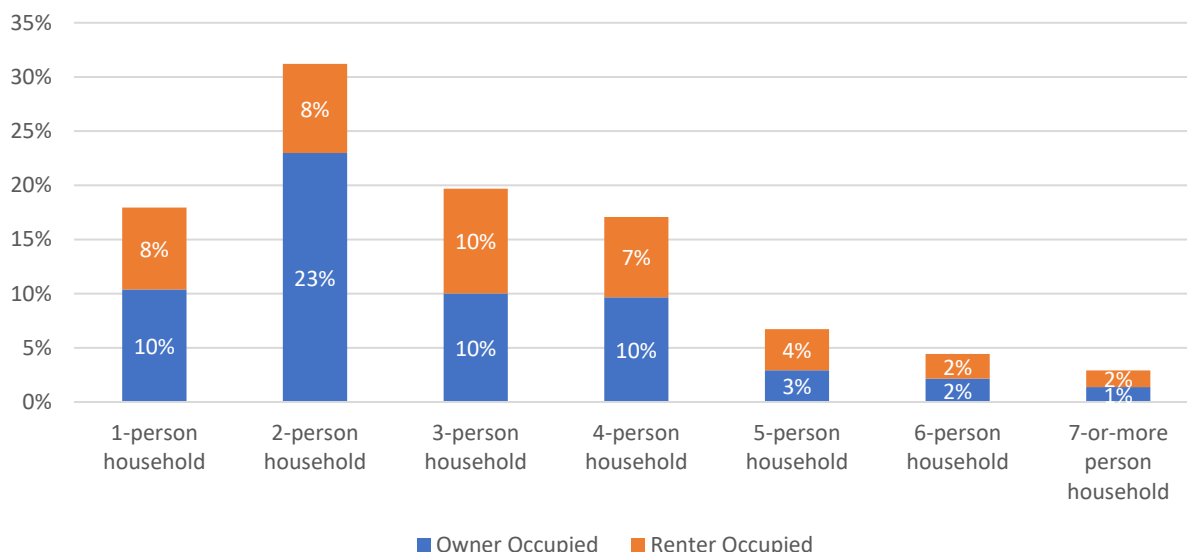




Figure 2: Household Size by Tenure



Source: US Census Bureau, American Community Survey 5-Year Data 2022 Table B25009

Table 3 highlights the median household annual income by tenure and census tract for the Casa de Oro Connects study area residents in 2022. As shown, the average annual income across all census tracts within the study area is \$91,047, which is below the Countywide average of \$98,928. The income disparity varies between each of the census tracts, but is significant between owners and renters within each tract. The median household income in tract 138.02 (\$65,703) is significantly less than the other tracts; however, this tract includes a concentration of automotive-related businesses and multiple housing units on single lots. Tract 137.01 has the highest median income (\$116,196), which is reflective of the prominence of single-family development that occupies most of the area in this tract.

Table 3: Median Household Income by Tenure

	Casa de Oro/Spring Valley Census Tracts								County of San Diego
	135.03	136.01	137.01	137.02	138.01	138.02	139.06	Average	
Total	\$91,875	\$108,969	\$116,196	\$88,644	\$94,615	\$65,703	\$71,325	\$91,047	\$98,928
Owner occupied	\$133,401	\$125,913	\$138,854	\$122,143	\$117,179	\$55,795	\$87,976	\$111,609	\$127,700
Renter occupied	\$71,258	\$79,421	-*	\$77,196	\$55,577	\$76,042	\$52,078	\$68,595	\$72,022

*No Data provided for this census tract

Source: US Census Bureau, American Community Survey 5-Year Data 2022, Table B25119

The State of California uses five income categories to determine eligibility for housing funding. **Table 4** shows the State-defined income ranges for each affordability category based on the San Diego County Area Median Income (AMI) of \$119,500 for a household of four. Based on these income ranges, two of the



tracts (138.02 and 139.06) in Spring Valley fall in the very low-income category and the rest of the tracts fall in the low-income category.

Table 4: Income Range by Affordability Level Based on State AMI, 2024

Affordability Category	% of County Median	Income Range
Extremely Low Income	< 30%	< \$45,450
Very Low Income	31%–50%	\$45,451–\$75,750
Low Income	51%–80%	\$75,751–\$121,250
Moderate Income	81%–120%	\$121,251–\$143,400
Above Moderate Income	> 121%	> \$143,400

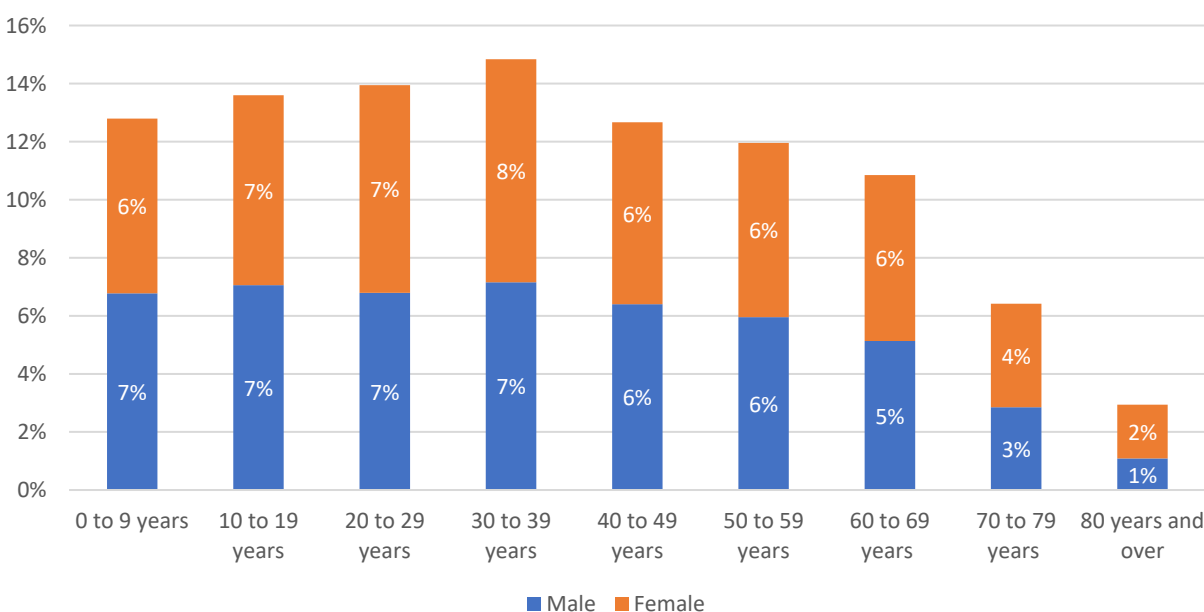
Source: California Department of Housing and Community Development, Revised State Income Limits for 2024, May 9, 2024.

Age Groups

The study area’s current and future mobility needs are influenced in part by the age characteristics of its residents, as each age group typically has specific needs and preferences. For instance, a higher proportion of young families generally indicates a need for safe access to schools while seniors may require convenient transit options as well as additional amenities at transit stops.

Figure 3 summarizes the population’s age distribution by gender. In 2022, the largest age group was 30 to 39 years (15%) followed by the 10-to-19-year and 20-to-29-year age groups (14%) with the smallest age group being 80 years and older (3%). These age trends show that there is a greater population of middle-aged and younger adults with children . Over half (53%) of the population of study area residents are of professional working age (20–59 years) and 27% of the population are of school age or young children (0–19 years).

Figure 3: Age Distribution by Gender



Source: US Census Bureau, American Community Survey 5-Year Data 2022, Table S0101



Cultural Diversity

The Casa de Oro Connects study area has a Hispanic or Latino majority. As shown in **Figure 4**, the two largest group of residents in the community identify as Hispanic/Latino at 42% followed by White and African American at 36% and 11%, respectively.

Figure 5 summarizes the primary languages spoken at home; 61% of the study area’s residents speak English as their primary language at home, which is nearly double the next highest language spoken. At 32%, the second most common language spoken is Spanish. Additionally, 4% of individuals speak Asian and Pacific Island languages.

Figure 4: Race Distribution

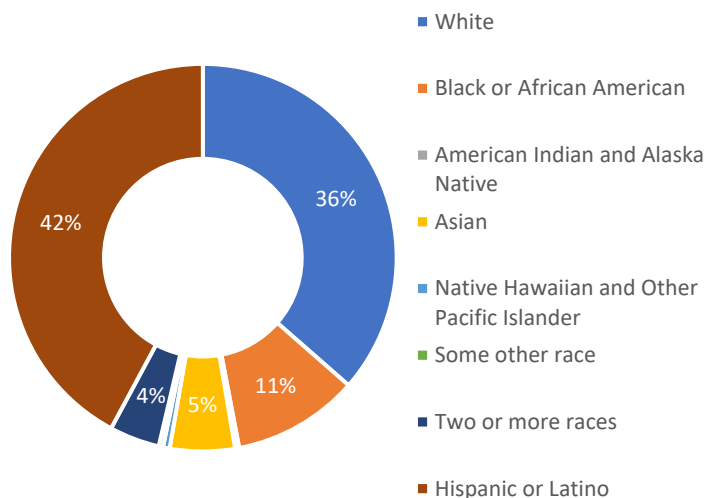


Figure 5: Languages Spoken at Home

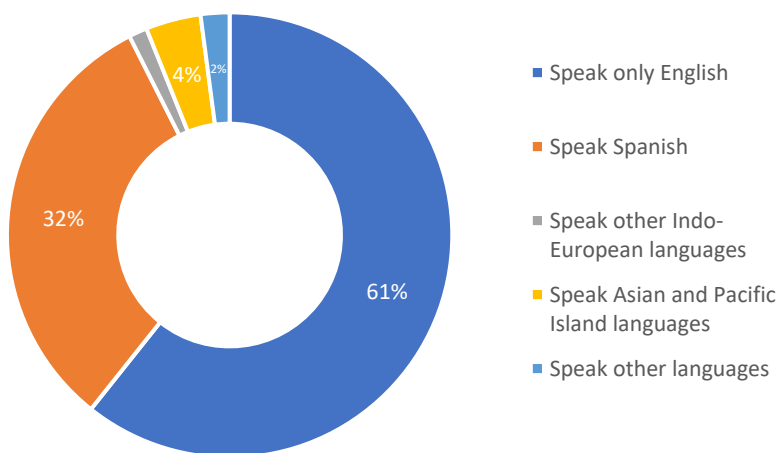
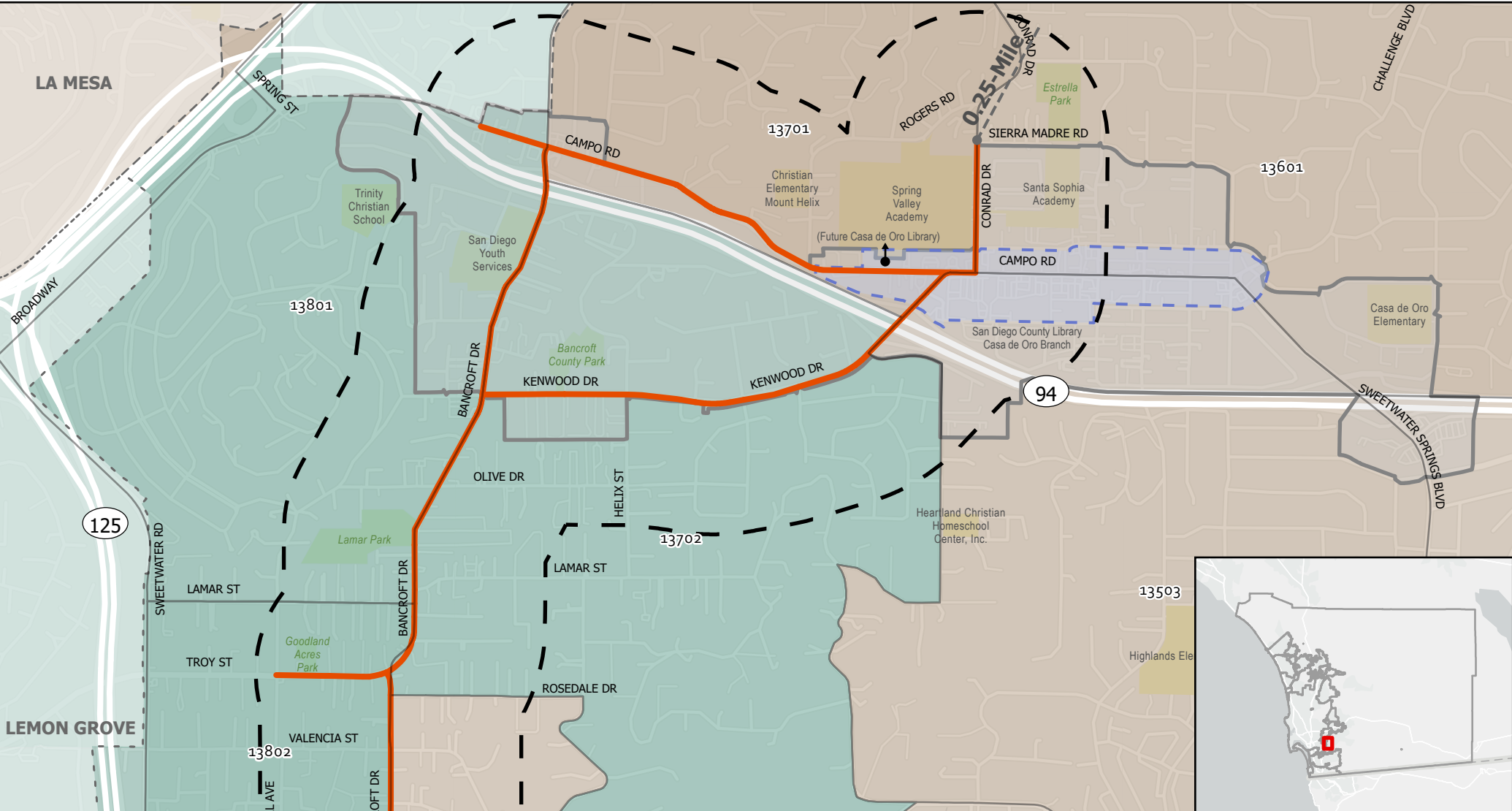


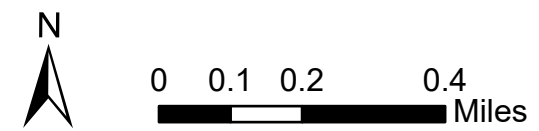
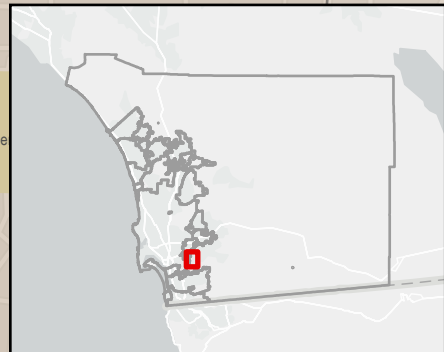
Exhibit shows the racial and ethnic majority by census tract within the Casa de Oro Connects study area. As illustrated, the study area is split between Hispanic/Latino and White with a sizeable (10%–50%) to predominant (> 50%) majority. The northern part of the study area north of SR 94 has a sizeable (10%–50%) White majority as well as in the southernmost portion of the study area, while the central portion of the study area along Bancroft Drive and

Kenwood Drive has a sizeable (10%–50%) to predominant (> 50%) Hispanic/Latino majority. These trends extend beyond the study area boundary as well as toward Lemon Grove and farther east in Valle de Oro. The study area is largely racially and ethnically mixed.



Legend

Study Area	Predominant Race (ACS2017-2021)-TractLevel	Strength of predominance
County Boundary	White alone, not Hispanic or Latino	0 - 10
Development Feasibility Area	Hispanic or Latino	10 - 50
Campo Road Specific Plan Boundary		50 - 100



Study Area 3 - Casa de Oro/Spring Valley

DRAFT Neighborhood Mobility Plan
Exhibit 3. Predominant Race



Socioeconomic Characteristics

Income Indicators

Understanding income distribution within a community helps identify potential transportation affordability and access barriers. Some of those indicators include poverty and vehicle ownership, which can be a telling statistic of mobility choices and options.

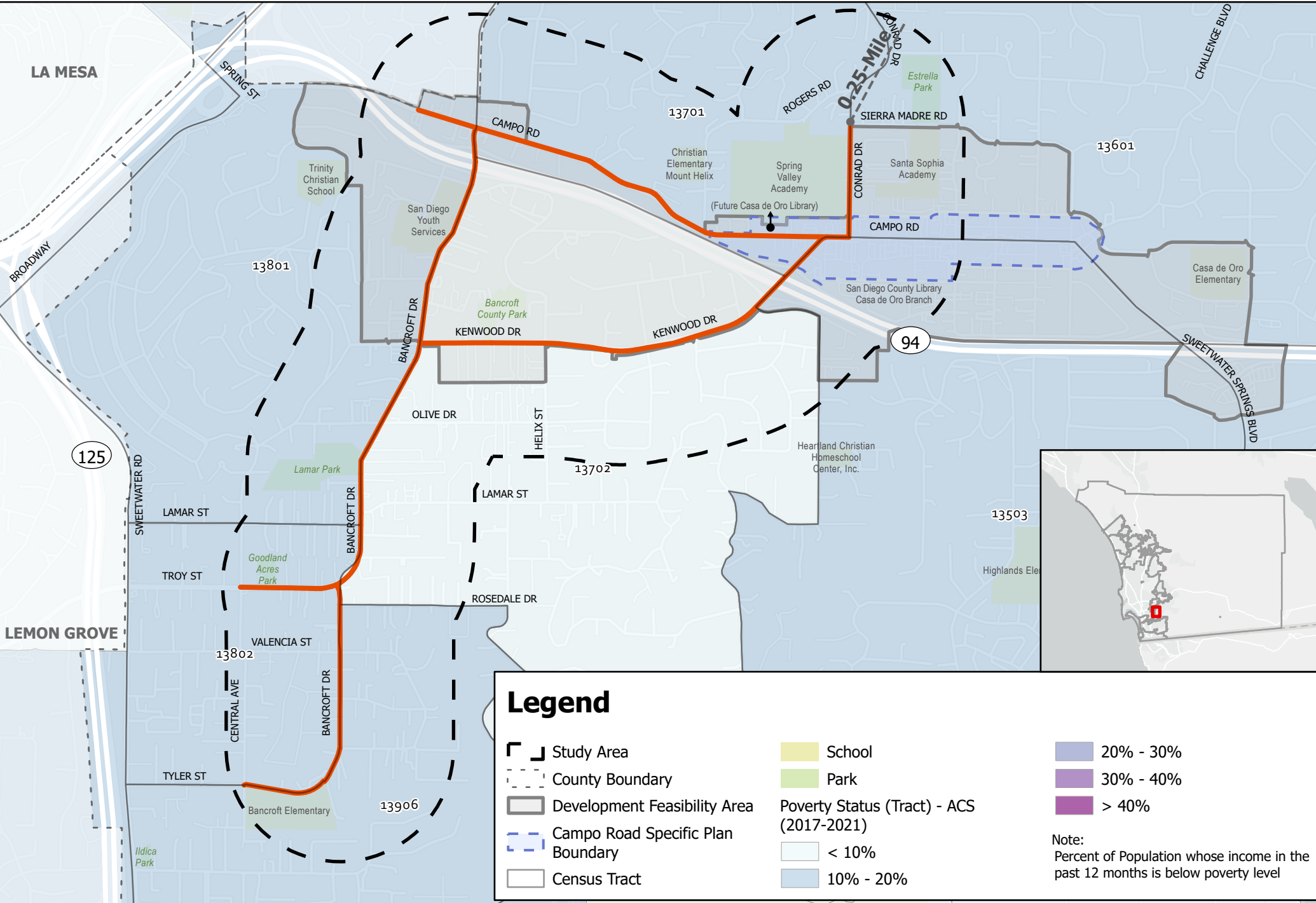
The income distribution within the study area varies and aligns with the median household income data seen in **Figure 6**. The largest household income category is between \$150,000 to \$199,999 (20%) followed by \$50,000 to \$74,999 and \$75,000 to \$99,999 (16%). Approximately 38% of all households in the study area make less than \$75,000, while 34% of the households make \$150,000 or more.

Figure 6: Income Distribution



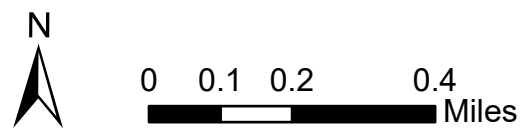
Source: US Census Bureau, American Community Survey 5-Year Data 2022, Table B19001

Poverty is defined by incomes falling below the thresholds for family size, annually defined by the US Census. Poverty status by tract within the Casa de Oro Connects study area is shown in **Exhibit 4**. The percentage of the population whose income is below poverty level is between 10% to 20% for a majority of the study area. There are some areas in the central portion of the study area along Bancroft Drive, south of SR 94, that have the lowest percentage of residents experiencing poverty (less than 10%).



Study Area 3 - Casa de Oro/Spring Valley

DRAFT Neighborhood Mobility Plan
Exhibit 4. Poverty Status





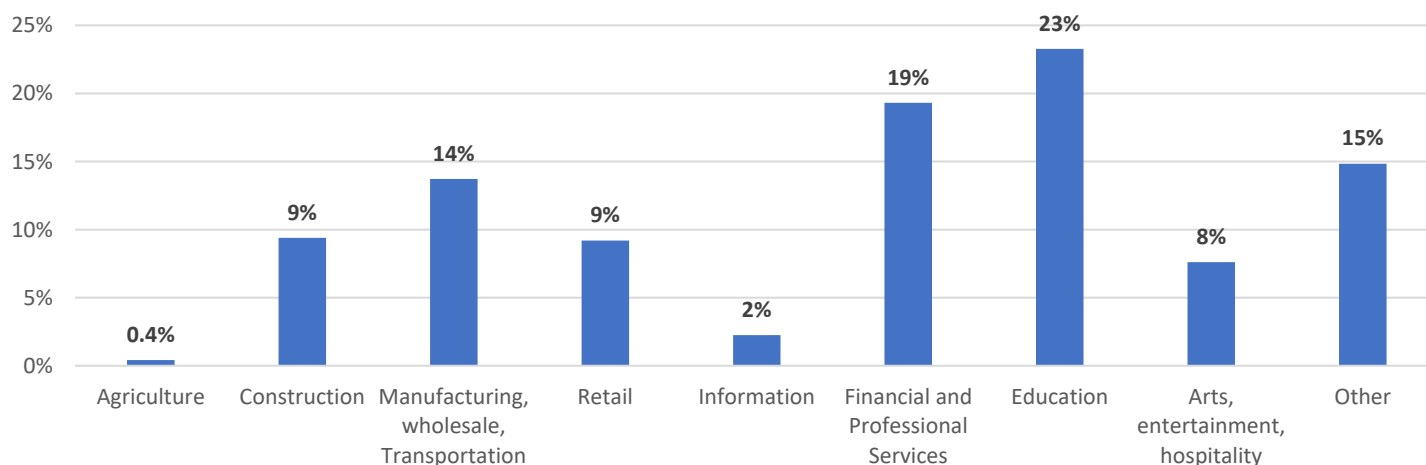
Employment Centers

There is one major employment center classified by SANDAG within the Casa de Oro Connects study area (Spring Valley employment center). As seen in **Exhibit 5**, the Spring Valley employment center occupies a majority of the northern portion of the study area along the major roadways of Bancroft Drive and Campo Road. Within the Spring Valley employment center area and as discussed in the Existing Land Uses subsection, Bancroft Drive is largely light industrial uses; along Campo Road, there are a mix of commercial and educational uses, which provide 2,500 to 14,999 jobs, according to SANDAG’s Employment Center 2.0 database.² Employment centers in this database are categorized into four tiers based on the number of jobs within their boundaries; the Spring Valley Employment Center is in Tier 4, having the least number of jobs to be considered any employment center.

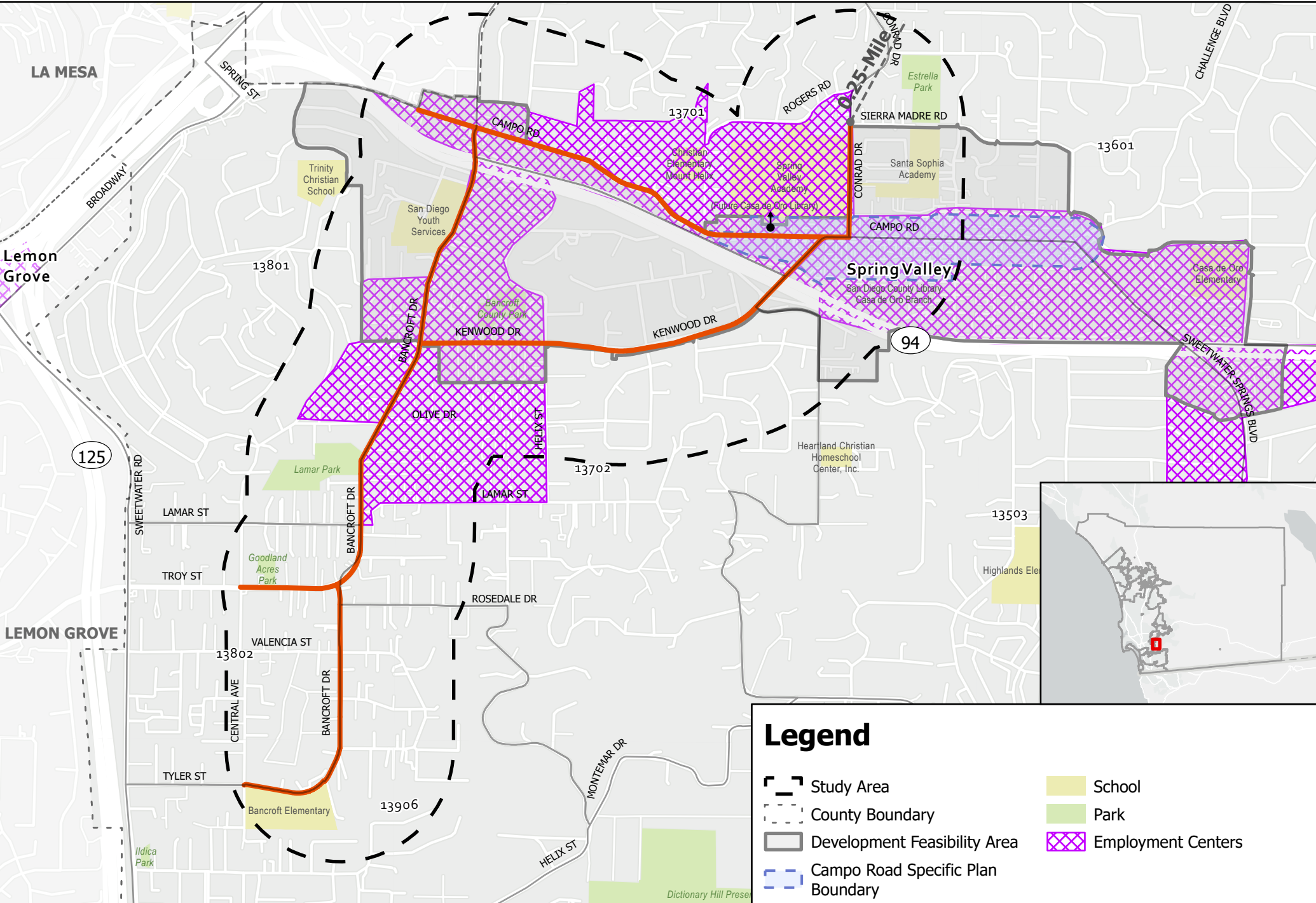
Adjacent to the Casa de Oro Connects study area, the Lemon Grove employment center is located within 0.5 miles from the westernmost boundary of the study area, along Broadway to the west. While the Lemon Grove employment center is within the City of Lemon Grove and not the study area, it is still an attractor for residents within the study area, specifically for those utilizing the Main Street & Broadway Trolley station. Based on available SANDAG data, this employment center similarly provides an estimated 2,500 to 14,999 jobs, which consists of the City of Lemon Grove City Hall, the Lemon Grove School District offices, and regional and local retailers along Broadway.

Figure 7 displays the employment share by industry for residents that live within the study area. The two largest sectors of workers employed include Education and Financial and Professional Services at 23% and 19%, respectively. Comparing the largest employment sectors to the Spring Valley employment center, it can be concluded that the highest percentage of the jobs (education) could be located within the study area, as there are several schools and education services situated throughout Spring Valley and Casa de Oro. It is also likely that residents either commute or work remotely for jobs relating to financial and professional services and manufacturing, wholesale, and transportation sectors.

Figure 7: Employment by Industry



² SANDAG Employment Center 2.0 database is based on several data sources: Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) (2022-2020), SANDAG Job Estimates (2022), SANDAG Population and Housing Estimates (2022), and SANDAG Activity Based Transportation Model (2023).

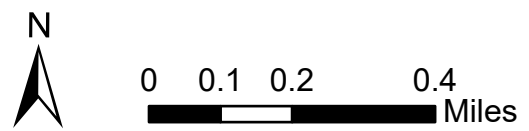


Legend

Study Area	School
County Boundary	Park
Development Feasibility Area	Employment Centers
Campo Road Specific Plan Boundary	

Study Area 3 - Casa de Oro/Spring Valley

DRAFT Neighborhood Mobility Plan
Exhibit 5. Employment Centers





Health Profile

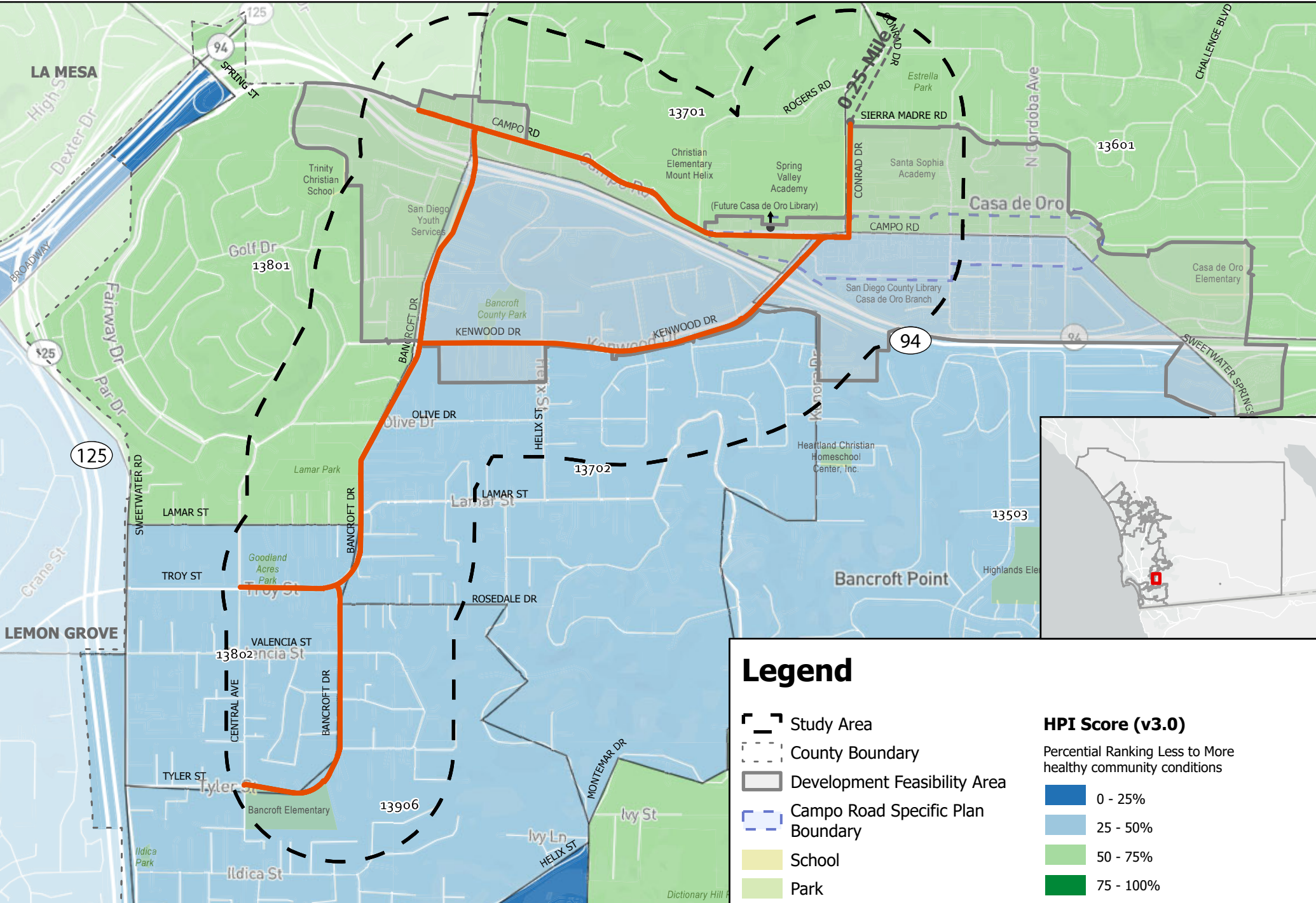
The California Healthy Places Index and the CalEnviroScreen (CES) 4.0 are two tools used to analyze the health of a community at the census tract level using a variety of indexes and factors. Overall, the Spring Valley community scores reflect a moderately healthy community, and the results are detailed below.

The California Healthy Places Index (HPI), developed by the Public Health Alliance of Southern California, is used to explore the community conditions that impact life expectancy. The HPI helps prioritize public and private investments, resources, and programs in neighborhoods where they are needed most. The HPI combines 25 community characteristics, such as access to healthcare, housing, and education, into a single indexed HPI score. The healthier a community, the higher the HPI score. The tool further breaks down the scores into eight Policy Action Areas: Economic, Education, Social, Transportation, Neighborhood, Housing, Clean Environment, and Healthcare Access. These indicators reflect widely recognized thematic areas of the social determinants of health and are consistent with those described by the Centers for Disease Control and Prevention.³ As seen in **Exhibit 6**, the HPI scores for the Spring Valley tracts all fall within the 25-50 percentile, and all have an HPI score that is less than the County average of 67.9. Across all tracts, the Healthcare Access and Transportation Policy Action Areas scored the lowest, which includes active commuting, automobile access, and insured adults. Inversely, the Clean Environment index aggregately scored the highest amongst all tracts; this index includes exposure to diesel particulate matter, drinking water contaminants, ozone, and particulate matter 2.5.

CES 4.0 identifies communities in California that are disproportionately burdened by pollutants. Factors used to identify such communities include ozone, particulate matter, drinking water contaminants, pesticide use, lead, diesel particulates, asthma rates, and linguistic isolation. A higher score indicates a higher effect of pollutants for the area. The California Office of Environmental Health Hazard Assessment (OEHHA) compiles data to help identify California communities that are disproportionately burdened by multiple sources of pollution. In addition to environmental factors (pollutant exposures, groundwater threats, toxic sites, and hazardous materials exposure) and sensitive receptors (seniors, children, persons with asthma and low birth weight infants), CES 4.0 takes socioeconomic factors into consideration, such as education attainment, linguistic isolation, poverty, and unemployment. The CES scores for the census tracts in the study area are illustrated in **Exhibit 7**, which shows lower scores for the study area as a whole, between 30–60 percentile, with two census tracts (138.02 and 137.02) having the highest score (>50–60 percentile) and census tract 137.01, located in Casa de Oro north of SR 94, as having the lowest score possible (0–10 percentile). Traffic, lead in housing, drinking water, and particulate matter 2.5 are among the highest pollutants that burden the residents in the study area.

As noted earlier, the County is currently implementing the Spring Valley SEEDS - Sustainable Environments & Engaged Development Strategies Program. Two planning projects, the First and Last Mile Audits and Bike Safety Events as well as Federally Qualified Health Center projects, will aim to address the health impacts identified in the Spring Valley community.

³ Public Health Alliance of Southern California. *Healthy Place Index (3.0) Technical Report, 2022*



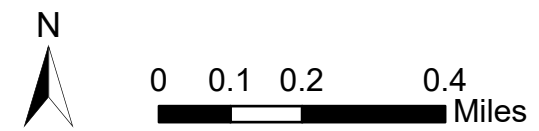
Legend

- Study Area
- County Boundary
- Development Feasibility Area
- Campo Road Specific Plan Boundary
- School
- Park

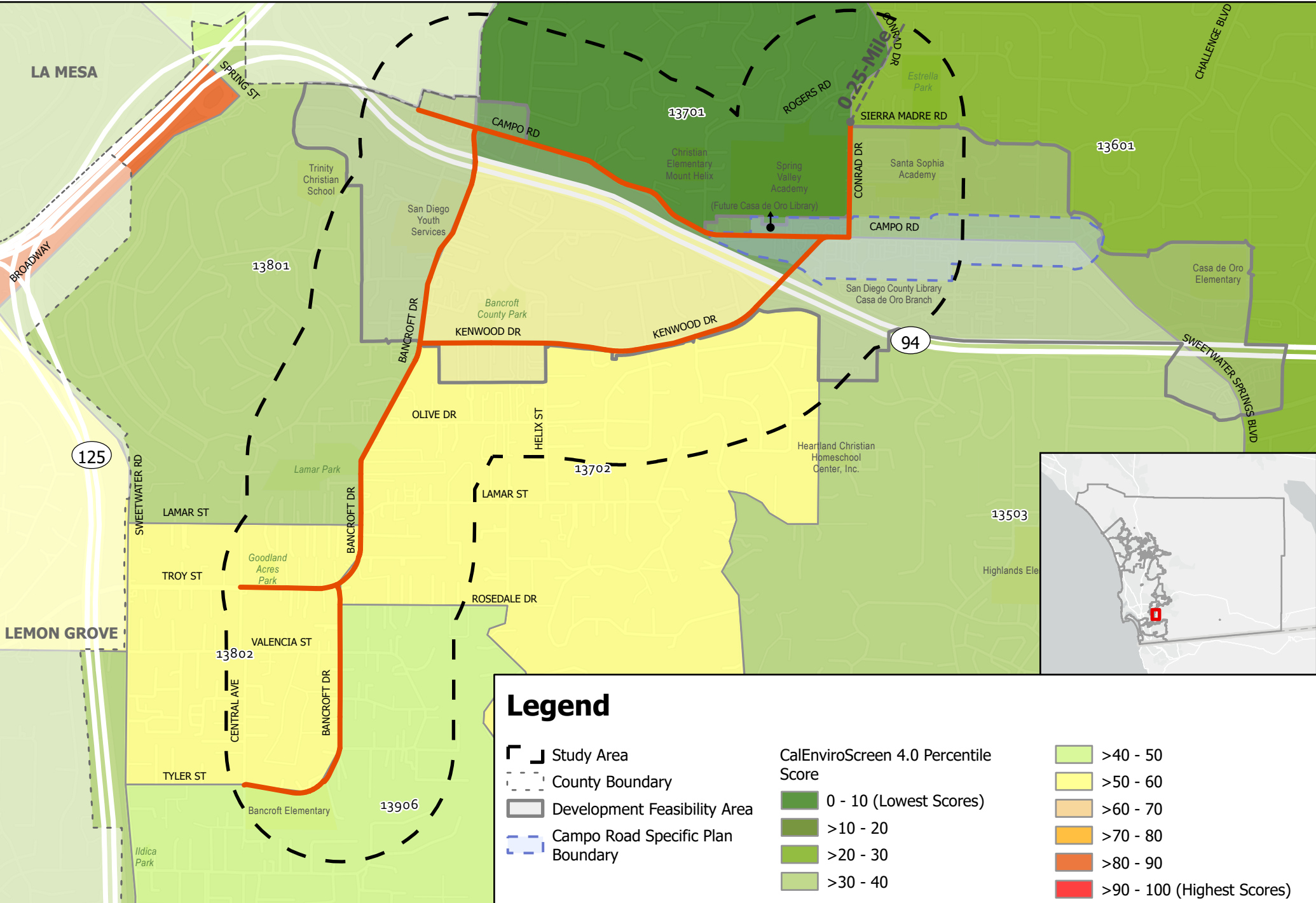
HPI Score (v3.0)

Percental Ranking Less to More healthy community conditions

- 0 - 25%
- 25 - 50%
- 50 - 75%
- 75 - 100%



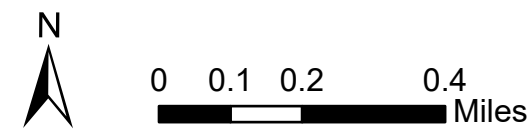
Study Area 3 - Casa de Oro/Spring Valley



Legend

- Study Area
- County Boundary
- Development Feasibility Area
- Campo Road Specific Plan Boundary

CalEnviroScreen 4.0 Percentile Score	>40 - 50
0 - 10 (Lowest Scores)	>50 - 60
>10 - 20	>60 - 70
>20 - 30	>70 - 80
>30 - 40	>80 - 90
	>90 - 100 (Highest Scores)



Study Area 3 - Casa de Oro/Spring Valley

DRAFT Neighborhood Mobility Plan
Exhibit 7. CalEnviroScreen 4.0 Percentile Score



CoSD CBT Program -

Casa de Oro / Spring Valley Neighborhood Mobility Plan

Access to Services and Resources

In order to analyze disparities in access to opportunities, the California Tax Credit Allocation Committee's (TCAC) and California Department of Housing and Community Development (HCD) created a task force to identify areas statewide whose characteristics support positive outcomes for low-income families. These maps, which are updated annually, provide an overall Opportunity Area score by census tract. Opportunity maps are made for three domains: economic, environmental, and education. Each map uses categorical indicators to determine its individual score. A composite score and resource designation combining all three designations is then assigned to each block group. To determine the final resource category, the top 20% of overall scores in a county are labeled as "Highest Resource" and the next 20% of scores are labeled as "High Resource." Any remaining uncategorized areas in the County are evenly divided between "Moderate Resource" and "Low Resource" areas. The rationale and metric for each indicator is described in more detail in current guidance documents for the California TCAC program.⁴

Within the Casa de Oro Connects study area, all census tracts located in Spring Valley scored as a "Low Resource" area, and two tracts located in Casa de Oro (137.01 and 136.01) scored as a "High Resource" area (see **Exhibit 8**). A review of the study area shows there is a stark difference between the services and amenities accessible to residents living in census tracts north of SR 94 compared to those living south of SR 94. Additionally, the education attainment and math and reading proficiency are significantly lower as well as the percentage of students not in poverty in the census tracts south of SR 94. The Neighborhood Mobility Plan must address the gaps in access to essential services and amenities for residents of the study area and especially those located south of SR 94.

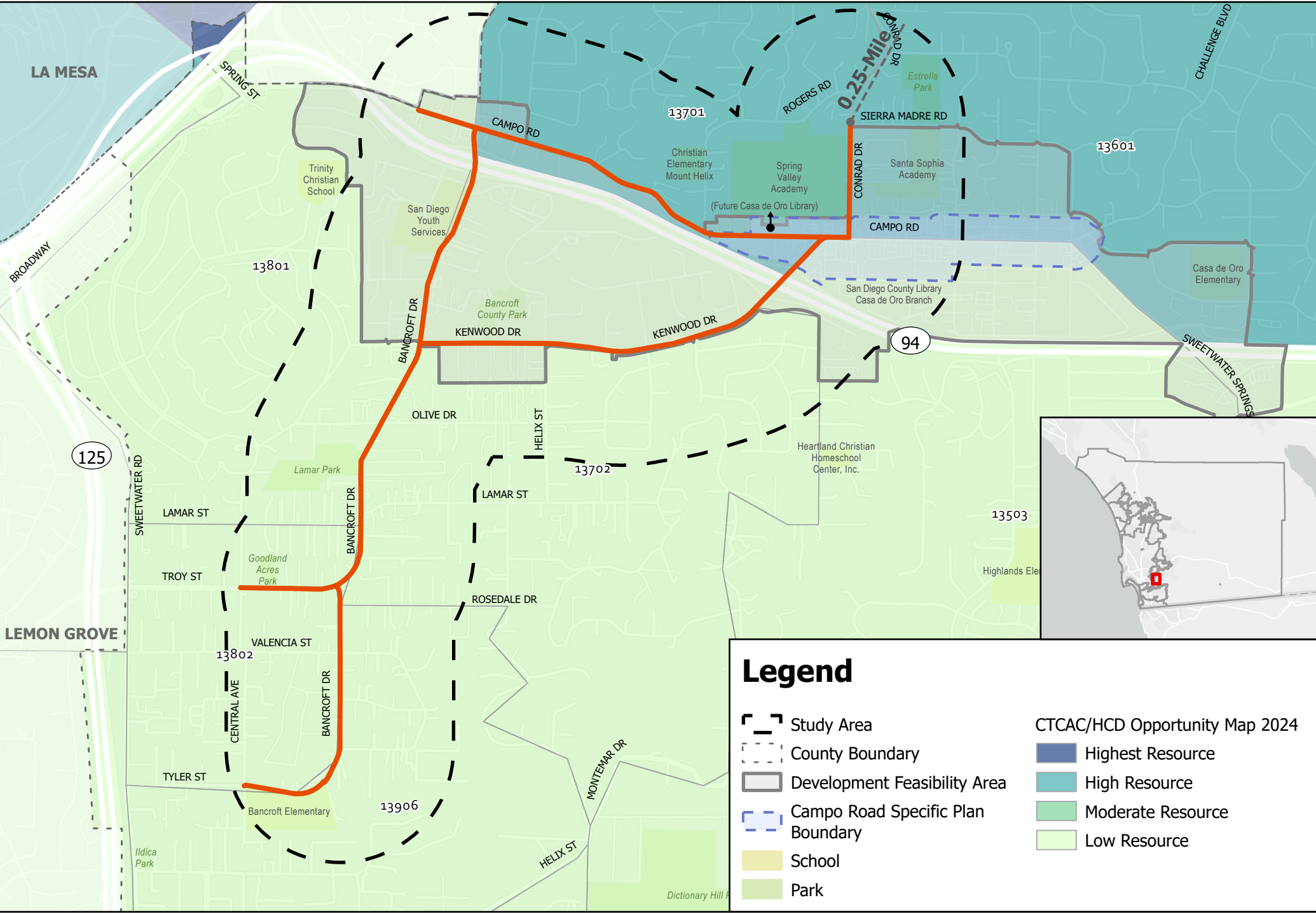
The Spring Valley SEEDS - Sustainable Environments & Engaged Development Strategies Program consists of three planning projects aimed at addressing access to services and resources issues identified in Spring Valley: the Community Land Trust, Business Community Connections, and Food Systems Programming and Community-Based Kitchen Design projects

⁴ <https://www.treasurer.ca.gov/ctcac/opportunity/2024/draft-2024-opportunity-mapping-methodology.pdf>



Community Profile Summary

An analysis of land use, housing, and demographic data for the Casa de Oro Connects study area reveals a number of trends. The population is predominantly Hispanic/Latino married couples and single individuals living alone or sharing a home with people. The land use is largely mixed, primarily consisting of single-family residential and commercial, with the commercial and institution uses located along the primary corridors (Bancroft Drive and Campo Road). In terms of health and environmental indicators, the study area is not equally burdened; the residents south of SR 94 are more burdened by pollutants, primarily related to traffic, compared to residents north of the interstate. Mitigating these environmental pollutants will be a primary focus of the County's Spring Valley SEEDS effort. Overall, the majority of the households in the study area fall within either the low or above moderate-income range with the largest percentage (20%) of households making between \$150,00 and \$199,999, which highlights the income disparity within the study area.

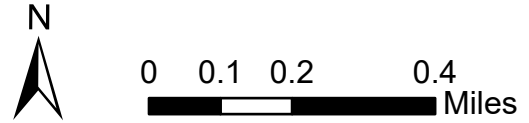


Legend

Study Area	CTCAC/HCD Opportunity Map 2024
County Boundary	Highest Resource
Development Feasibility Area	High Resource
Campo Road Specific Plan Boundary	Moderate Resource
School	Low Resource
Park	

Study Area 3 - Casa de Oro/Spring Valley

DRAFT Neighborhood Mobility Plan
Exhibit 8. CTCAC/HCD Opportunity Map





Current Travel Patterns

Current biking and walking patterns were analyzed using data from the US Census Bureau and the 2022 American Community Survey (ACS).

According to **Table 5**, 72% of commuters in Casa de Oro Connects study area (by census tract) drive alone to work followed by those that work from home and carpool (14%). Following the COVID pandemic, an increased number of employees are now falling into the work from home category. This may indicate a new trend enabled by an evolving workplace culture that allows for a more flexible work environment. It is important to note that bicycle ridership and walking rates may be higher than this data indicates, as ACS estimates do not account for recreational trips or trips where commuters use more than one mode of transportation when traveling to work. Only 1% of commuters use public transportation, which includes bus and commuter rail (i.e. Trolley).

Table 6 shows the percentage of households who do not have regular access to a vehicle by census tract. Overall, a majority (71%) of residents within the study area have access to at least two vehicles. Residents who do not have regular access to a vehicle rely on taking public transit, walking, bicycling, or carpooling to get to their everyday destinations.

Table 5: Transportation to Work Percentages

	Study Area Census Tracts							Average
	135.03	136.01	137.01	137.02	138.01	138.02	139.06	
Drove Alone	78%	75%	58%	73%	74%	78%	71%	72%
Carpooled	9%	10%	4%	7%	11%	12%	9%	9%
Public Transportation (i.e., Trolley)	1%	1%	0%	2%	4%	1%	0%	1%
Bicycle	0%	0%	0%	4%	0%	0%	0%	1%
Walked	0%	1%	3%	0%	1%	2%	3%	1%
Other Means	0%	0%	1%	0%	3%	0%	4%	1%
Worked From Home	12%	14%	34%	13%	8%	7%	12%	14%

Source: US Census Bureau, American Community Survey 5-Year Data 2022 Table B08006

Table 6: Vehicle Access by Household

	Study Area Census Tracts							Average
	135.03	136.01	137.01	137.02	138.01	138.02	139.06	
No Access to a Vehicle	2%	8%	11%	0%	9%	3%	10%	6%
1 Vehicle Available	27%	24%	17%	25%	22%	22%	24%	23%
2 Vehicles Available	43%	39%	31%	40%	37%	43%	29%	37%
3 Vehicles Available	16%	19%	30%	24%	16%	26%	19%	21%
4 or More Vehicles Available	13%	10%	11%	12%	16%	7%	17%	12%

Source: US Census Bureau, American Community Survey 5-Year Data 2022 Table B08201



Existing Transportation Network

As discussed previously in the Access to Services and Resources section of this memorandum, it is important to note that the study area functions as a hub of community activity, including numerous important facilities such as the county library, churches, schools, and parks. Additionally, it serves as a direct connection to the Campo Road Commercial Corridor (Campo Road Corridor Revitalization Specific Plan). Identifying the existing transportation network and analyzing the current roadway conditions can provide additional insight into the overall transportation needs of the community.

Existing Roadway Conditions

Exhibit 9 shows the existing roadway classifications throughout the study area. This review of the existing roadway network focuses on higher classifications of Circulation Element roadways (Boulevards, Major Roads, Prime Arterials, Expressways, and Collectors) including the following.

Campo Road

This roadway is an undivided two-lane roadway with intermittent turn lanes trending in the east-west direction. It is classified as a Community Collector per the County's General Plan. The posted speed limit is 35 miles per hour (MPH).

Bancroft Drive

This roadway is an undivided two-lane roadway trending in the north-south direction. Along Bancroft Drive, there is a two-way left-turn lane that starts at Spring Place and ends at Troy Street. Bancroft Drive is classified as a Light Collector according to the County's General Plan. The posted speed limit is 35 MPH.

Kenwood Drive

This roadway is an undivided roadway that varies from a two-lane to a four-lane roadway in the County of San Diego. Kenwood Drive includes a two-way left-turn lane that starts at Bancroft Drive and ends at Helix Street, with intermittent turn lanes along the route. It is classified as a Light Collector per the County's General Plan. The posted speed limit is 35 MPH.

Troy Street

This roadway is an undivided two-lane roadway trending east-west within the study area, with a two-way left-turn lane and connecting to Bancroft Drive towards the east. Troy Street is classified as a Light Collector per the County's General Plan. The posted speed limit is 35 MPH.

California State Route 94

(SR-94) is an east-west freeway in the San Diego County. Casa de Oro is located on the north side of SR-94, while Spring Valley is located on the south side. California State Route 125 (SR-125) is a north-south freeway that runs parallel to Sweetwater Road. SR-94 intersects with SR-125 at the northwest corner of the study area. As shown in **Exhibit 9**, there are two freeway crossings identified within the study area at Bancroft Drive and Kenwood Drive.

A parallel effort led by the County's Department of Public Works (DPW) evaluated roadways near various opportunity sites identified in the DFA. This assessment looked at the existing cross-section of these



roadways including presence of sidewalks, bike lanes, on-street parking, and travel lane widths. The existing cross sections were then compared to the ultimate built-out conditions based on the ultimate classifications of the roadways. This assessment is included as **Attachment A**.

Bicycle and Pedestrian Facilities

San Diego County is currently built on a foundation of auto-centric infrastructure but is actively working on integrating active transportation infrastructure into the roadway network to encourage walking and biking.

Bicycle Facilities

As shown in **Exhibit 10**, a Class II bike lane is currently provided along Campo Road, Kenwood Drive, and Tyler Street, with intermittent segments on Troy Street. Bancroft Drive also provides a Class II bike lane, except for the roadway segment between SR-94 ramp and Tyler Street, where it is designated as a Class III bike route. In addition, a Class III bike route is provided along Central Avenue between Tyler Street and Troy Street. There are currently no other existing bicycle facilities on other roadways within the study area.

When planning for future bicycle improvements, it is important to consider the main types of bicycle infrastructure currently in place and how they can be improved to suit residents of all ages and abilities:

- **Shared-Use Path (Class I)**. This type of facility is a completely separate trail from the road network.
- **Bike Lane (Class II)**. Bike lanes are striped and are approximately 4 to 6 feet wide. They provide some separation from the road but can be considered stressful to ride on especially on roadways with high speeds.
- **Bike Route (Class III)**. A bike route is a shared roadway typically located on a low-volume and low-speed street and should not be considered on roadways with high volumes and speeds. Signs and painted sharrows are typically used along Class III routes.
- **Cycle Track (Class IV)**. A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. These facilities are usually separated using bollards, car parking, or concrete barriers.

Pedestrian Facilities

Sidewalks

There are currently sidewalks on both sides of Campo Road west of Bonita Street but become intermittent traveling west, with more frequent gaps on the south side. Starting from Rogers Road and traveling west, there is limited sidewalk presence with excessive gaps in the sidewalk connectivity, and only small segments identified at signalized intersections (i.e. Campo Road and Bancroft Road).

Along Kenwood Drive between Bancroft Drive and Helix Street, sidewalks are provided on both sides near Bancroft County Park. Traveling east from Helix Street, sidewalks are generally provided on the south side of the roadway along the corridor, with only sparse sections present on the north side.

Sidewalks along Bancroft Drive are generally provided on both sides but are very narrow, measuring approximately 3.5 feet wide, with some sections having utility poles located in the middle of the pedestrian path of travel. During trash pickup days it is typical to see trash bins located on sidewalks for pickup, this

CoSD CBT Program -

Casa de Oro / Spring Valley Neighborhood Mobility Plan



may cause pedestrians to walk in the street. Additionally in some areas, cars are parked on the sidewalks. Overall, the sidewalks on Bancroft Drive are in poor condition and could be improved.

There are currently intermittent sidewalks on both sides of Troy Street, Tyler Street and Conrad Drive. Similar to Bancroft Street, trash bins were observed on sidewalks as well as parked cars blocking pedestrian travel.

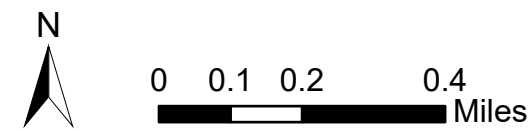
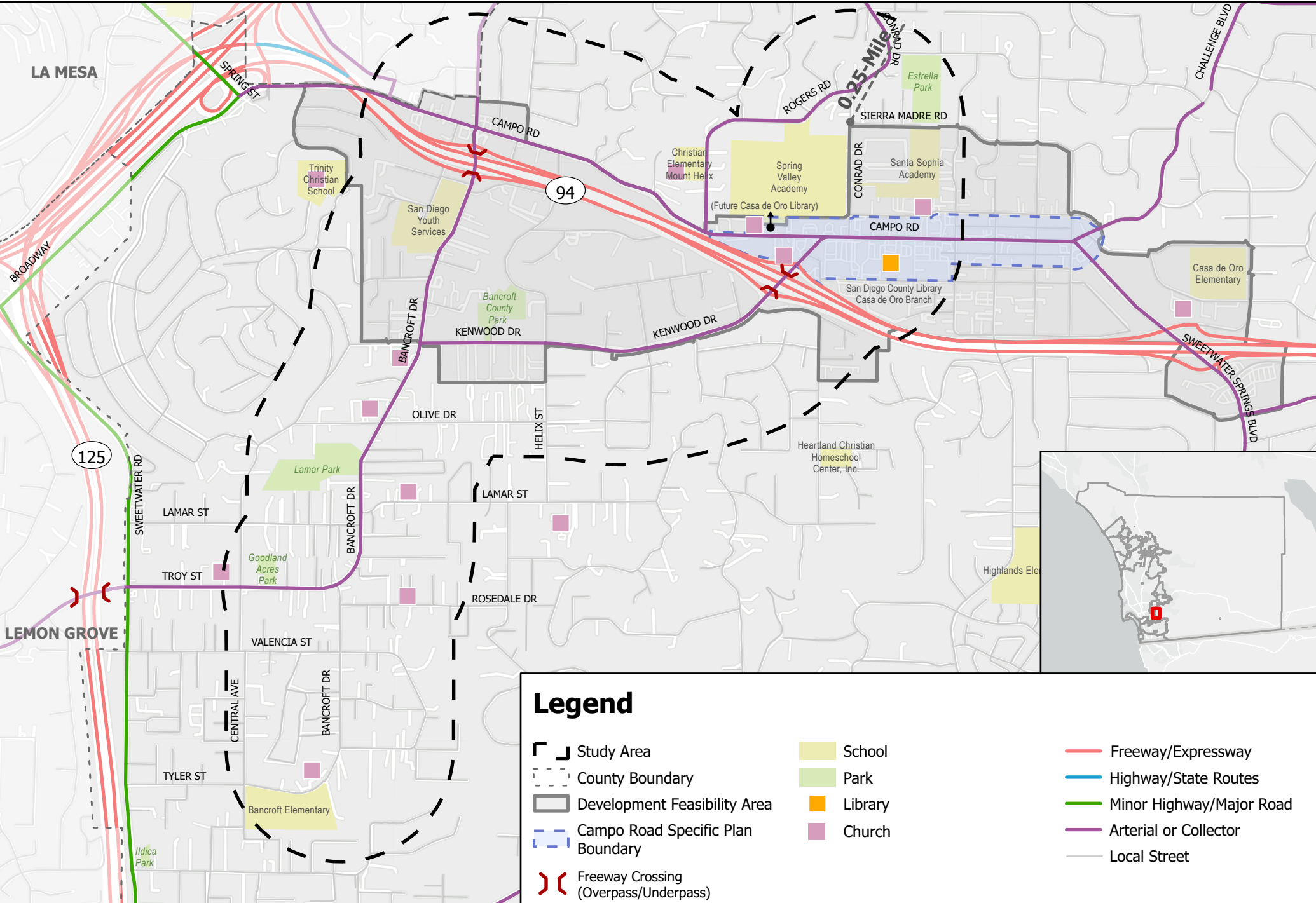
The lack of sidewalks throughout the community creates significant barriers for non-vehicle owners to navigate the community.

Crosswalks

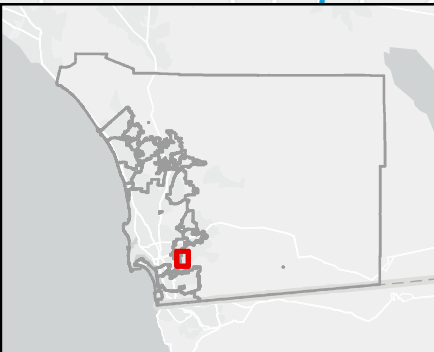
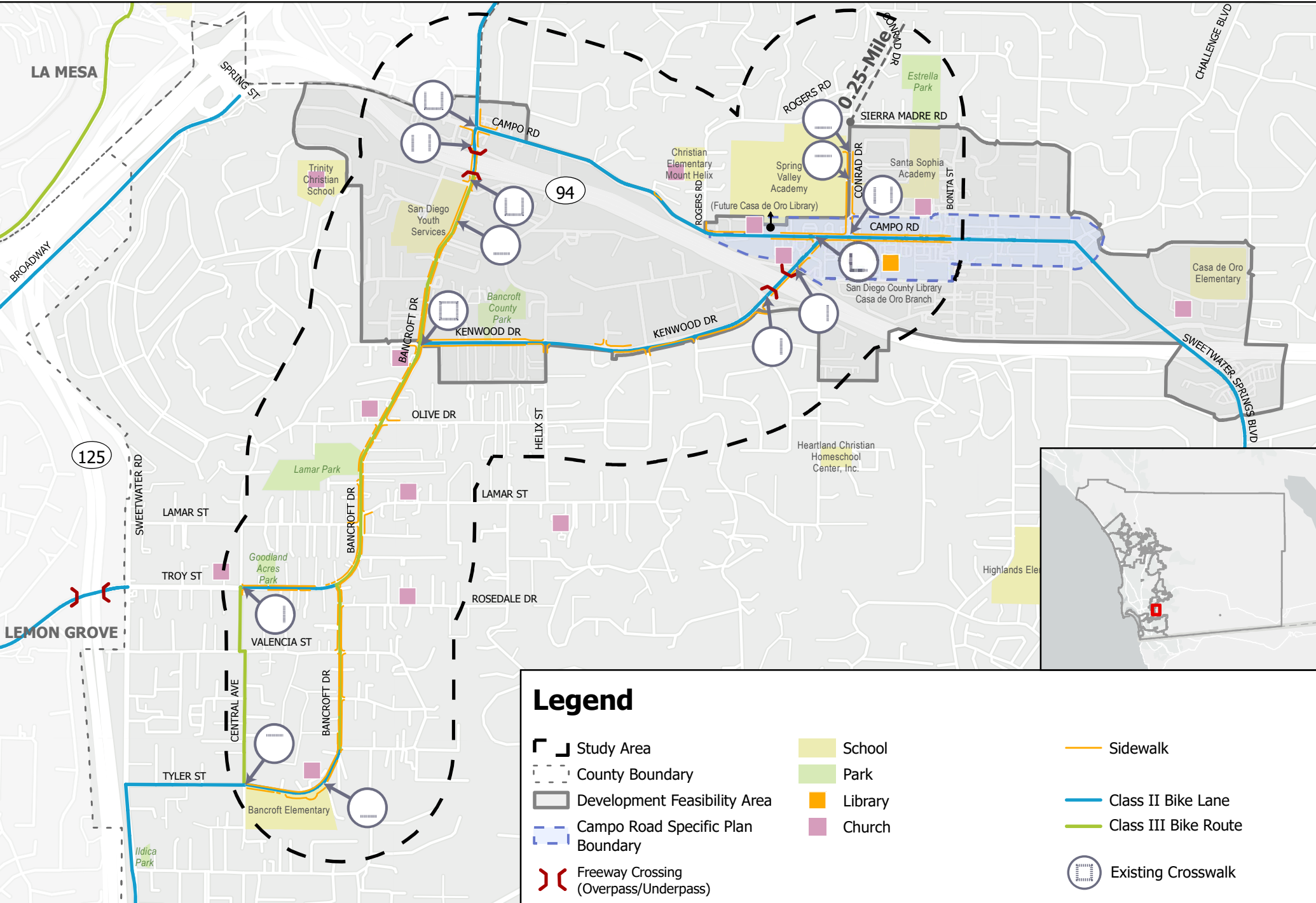
Sidewalks as well as marked crosswalks throughout the study area are identified in **Exhibit 10**. It should be noted that the majority of these crossings are not ADA compliant (i.e., missing truncated domes and a detectable warning surface). In addition, although most crosswalk markings are high visibility, many standard crosswalks could be improved. Some high visibility crosswalk markings are faded and would require repainting.

Generally, there is consistent sidewalk along the primary roadways within the study area, however improvements could be provided for better connectivity and accessibility, particularly to address sidewalk gaps along Campo Road and Kenwood Drive, as well as the sidewalk condition along Bancroft Drive. This is particularly important because the study area includes several nodes of activities, such as the Casa de Oro County Library, numerous churches of varying religions, a mixture of schools, and parks within the neighborhood. These pedestrian improvements would ensure that residents can easily and safely navigate to and from important community destinations.

Potential future improvements to pedestrian facilities will be evaluated later in the CBT process.



Study Area 3 - Casa de Oro/Spring Valley

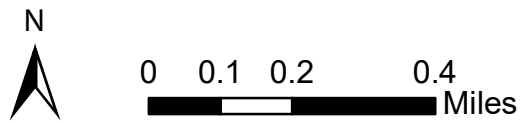


Legend

Study Area	School	Sidewalk
County Boundary	Park	Class II Bike Lane
Development Feasibility Area	Library	Class III Bike Route
Campo Road Specific Plan Boundary	Church	Existing Crosswalk
Freeway Crossing (Overpass/Underpass)		

Study Area 3 - Casa de Oro/Spring Valley

DRAFT Neighborhood Mobility Plan
Exhibit 10. Existing Bicycle & Pedestrian Facilities





Existing Transit Network

Spring Valley and Casa de Oro are currently served by San Diego Metropolitan Transit System (MTS), which provides various modes of public transportation across the region. MTS operates several bus routes, and the two routes listed below are identified within the study area:

- Bus Route 855
- Bus Route 851

Bus Route 855

This bus route runs through Spring Valley and Casa de Oro connecting to La Mesa in the west and Rancho San Diego in the east. The route operates daily along Campo Road and Sweetwater Springs Boulevard, with about 30-minute headways.

Bus Route 851

This bus route Connects Spring Valley to La Mesa via Sweetwater Road, Tyler Street, and Bancroft Drive. It operates Monday through Friday along the focus roadways within the study area, with about 60-minute headways. Both Route 855 and Route 851 provide a direct connection to the Orange Line at the closest trolley station, Spring STREET Trolley Station.

Table 7 shows the average daily boardings between 2022 and 2024 at all stops for each bus route. The average daily boarding for the stops within the study area have also been identified. The table below shows a yearly rise in the Average Daily Boardings for both bus routes.

Table 8 shows the people getting on (boarding) and people getting off (alighting) on an average weekday in 2023 at the MTS bus stops within the study area. By corridor, Campo Road generally experiences higher average weekday ridership than Bancroft Drive, indicating that Campo Road is a more heavily utilized route for daily transit commuters. The highest boarding stops are at Campo Road & Conrad Drive, with over 60 daily riders on Route 855 for both eastbound and westbound directions.

Table 7: Transit Average Daily Boardings (2022 - 2024)

Route	FY2022 (July 2021-June 2022)	FY2023 (July 2022-June 2023)	FY2024 (July 2023-June 2024)
	Average Daily Boardings (2022)	Average Daily Boardings (2023)	Average Daily Boardings (2024)
855	403	539	644
851	144	177	219

Source: San Diego Metropolitan Transit System (MTS)



Table 8: Average Weekday Transit Ridership (2023)

		Alighting	Boarding	Total	Alighting	Boarding	Total
Bus Stop	Stop ID	Eastbound			Westbound		
01 Campo Rd & Merritt Bl (EB)	40161	3	1	3			0
02 Campo Rd & Merritt Bl (WB)	40277			0	0	2	2
03 Campo Rd & Bancroft Dr (EB)	40165	21	19	40			0
04 Campo Rd & Bancroft Dr (WB)	40279			0	16	15	31
05 Campo Rd & Helix Ln (WB)	40398			0	0	2	2
06 Campo Rd & Helix Ln (EB)	40167	3	1	4			0
07 Campo Rd & 9400 (WB)	41172			0	1	1	2
08 Campo Rd & Rogers Rd (WB)	40282			0	3	4	7
09 Campo Rd & Kenwood Dr (EB)	40046	24	3	27			0
10 Campo Rd & Kenwood Dr (WB)	40405			0	2	18	20
11 Campo Rd & Conrad Dr (EB)	40049	40	27	68			0
12 Campo Rd & Conrad Dr (WB)	40286			0	23	42	65
13 Campo Rd & Bonita St (WB)	40408			0	8	24	32
14 Campo Rd & Bonita St (EB)	40052	30	19	49			0
Total MTS Transit (Campo Road)		120	70	190	52	108	160
Bus Stop	Stop ID	Northbound			Southbound		
15 Bancroft Dr & Spring Valley Elementary (SB)	88971			0	4	2	6
16 Bancroft Dr & Spring Valley Elementary (NB)	88972	4	2	6			0
17 Bancroft Dr & Kenwood Dr (NB)	88936	4	11	15			0
18 Bancroft Dr & Kenwood Dr (SB)	88937			0	15	9	24
19 Bancroft Dr & Switzer Dr (NB)	41121	1	3	4			0
20 Bancroft Dr & Switzer Dr (SB)	41124			0	2	0	2
21 Bancroft Dr & Lamar St (NB)	41120	3	17	20			0
22 Bancroft Dr & Lamar St (SB)	41125			0	12	5	17
23 Bancroft Dr & Valencia St (SB)	41126			0	8	3	11
24 Bancroft Dr & Valencia St (NB)	41119	3	10	13			0
25 Bancroft Dr & 2300 (SB)	41127			0	5	1	6
26 Bancroft Dr & 8963 (NB)	41118	2	6	8			0
Total MTS Transit (Bancroft Dr)		16	49	66	45	22	66
Total MTS Transit		136	120	256	97	130	226

Source: SANDAG Open Data Portal – Average Weekday Transit Ridership by Route/Stop (SANDAG) 2023

Most of the bus stops in the study area are provided with signs and trash receptacles. It was observed that 15 out of the 26 bus stops have adequate lighting (source within approximately 50 feet), and only 4 bus stops are provided with shelters and maps. Half of the bus stops are provided with benches, however, some of them are either damaged or in disrepair. **Table** shows the location of the existing transit stops as well as the existing amenities at each stop and **Exhibit 11** presents the transit routes and the geographic location for each bus stop with Stop ID. It is important that all transit stops are ADA compliant and have shelters and benches. There is limited bus shelter provided within the study area, and only bus stops with shelters have adequate landing pads. All bus stops are not ADA compliant with missing or narrow sidewalks, which may hinder users using public transportation.

CoSD CBT Program -

Casa de Oro / Spring Valley Neighborhood Mobility Plan



Other Transit Services

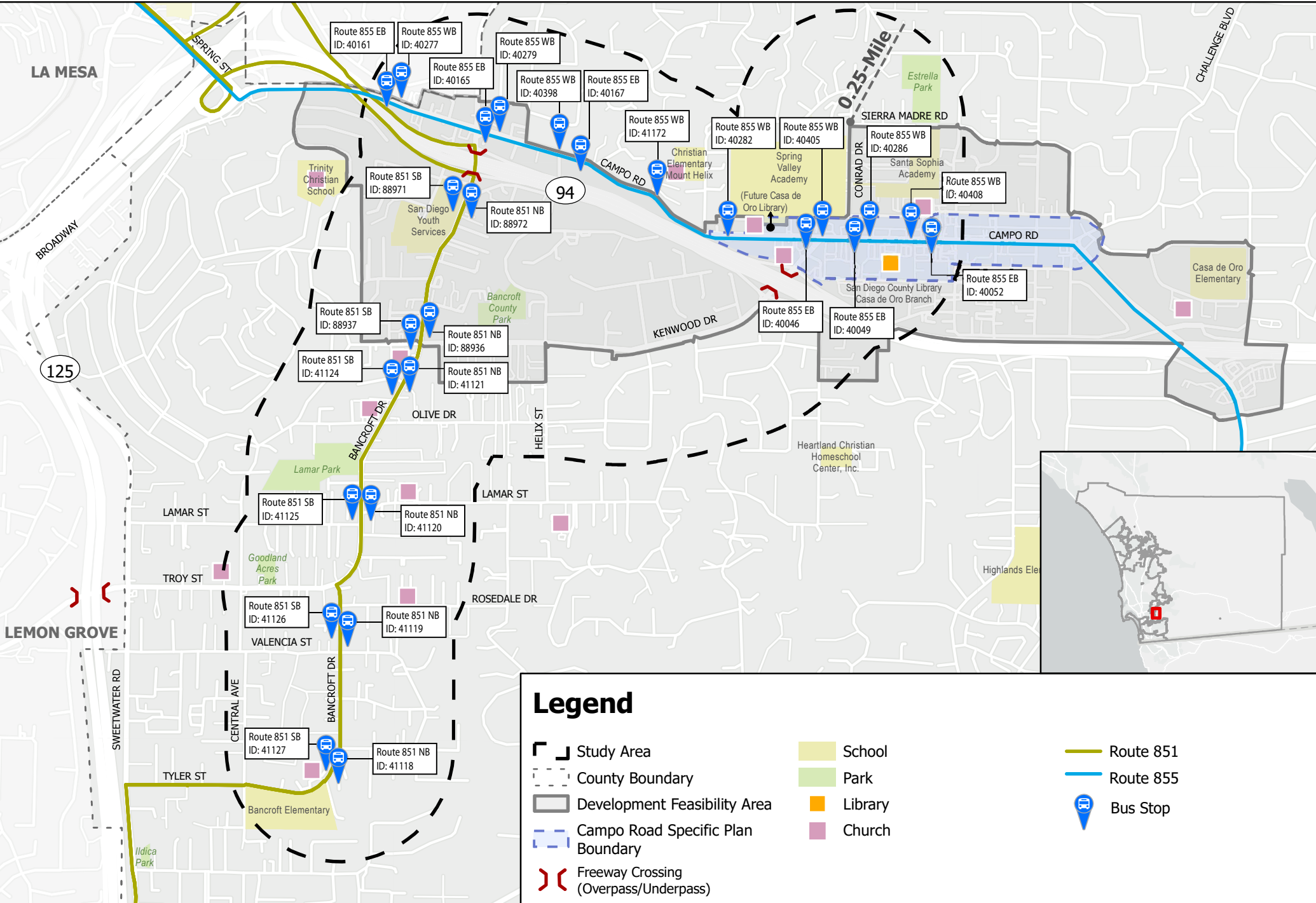
MTS offers paratransit services through the MTS Access program. The program is designed to meet the needs of individuals who have been certified as unable to use the fixed-route bus or trolley systems. The MTS Access paratransit service operates within ¼ mile of any MTS fixed-route bus or trolley line and provides pre-scheduled curb-to-curb services, offering more personalized transit for passengers with disabilities. MTS Access is a shared ride service; other passengers may be picked-up and dropped-off during the trip. Riders are allowed to bring a personal care attendant for free if the attendant is necessary for their mobility or care.

Table 9: Bus Stop Amenities

Bus Stop (direction)	Stop ID	Available Amenities						
		Shelter	Bench	Trash Receptacle	Sign	Map	Lighting	ADA Compliant
01 Campo Rd & Merritt Bl (EB)	40161				✓		✓	
02 Campo Rd & Merritt Bl (WB)	40277				✓		✓	
03 Campo Rd & Bancroft Dr (EB)	40165		✓	✓	✓		✓	
04 Campo Rd & Bancroft Dr (WB)	40279				✓		✓	
05 Campo Rd & Helix Ln (WB)	40398				✓			
06 Campo Rd & Helix Ln (EB)	40167		✓	✓	✓		✓	
07 Campo Rd & 9400 (WB)	41172		✓		✓		✓	
08 Campo Rd & Rogers Rd (WB)	40282		✓		✓		✓	
09 Campo Rd & Kenwood Dr (EB)	40046		✓	✓	✓			
10 Campo Rd & Kenwood Dr (WB)	40405		✓	✓	✓			
11 Campo Rd & Conrad Dr (EB)	40049	✓	✓	✓	✓	✓	✓	
12 Campo Rd & Conrad Dr (WB)	40286	✓	✓	✓	✓	✓		
13 Campo Rd & Bonita St (WB)	40408	✓	✓	✓	✓	✓	✓	
14 Campo Rd & Bonita St (EB)	40052	✓	✓	✓	✓	✓		
15 Bancroft Dr & Spring Valley Elementary (SB)	88971			✓	✓		✓	
16 Bancroft Dr & Spring Valley Elementary (NB)	88972			✓	✓		✓	
17 Bancroft Dr & Kenwood Dr (NB)	88936		*	✓	✓		✓	
18 Bancroft Dr & Kenwood Dr (SB)	88937			✓	✓		✓	
19 Bancroft Dr & Switzer Dr (NB)	41121		*	✓	✓			
20 Bancroft Dr & Switzer Dr (SB)	41124			✓	✓			
21 Bancroft Dr & Lamar St (NB)	41120			✓	✓		✓	
22 Bancroft Dr & Lamar St (SB)	41125				✓			
23 Bancroft Dr & Valencia St (SB)	41126			✓	✓		✓	
24 Bancroft Dr & Valencia St (NB)	41119		*	✓	✓			
25 Bancroft Dr & 2300 (SB)	41127				✓			
26 Bancroft Dr & 8963 (NB)	41118				✓			

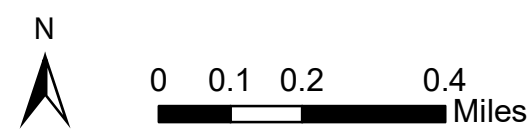
Note:
 Bus Stop locations are illustrated in Exhibit 11 and illustrated in order: Campo Road; Bancroft Drive.
 * Facilities exist but has indications of damage/disrepair.

Source: Data is collected by MBI through Google Street view.



Legend

	Study Area		School		Route 851
	County Boundary		Park		Route 855
	Development Feasibility Area		Library		Bus Stop
	Campo Road Specific Plan Boundary		Church		
	Freeway Crossing (Overpass/Underpass)				



Study Area 3 - Casa de Oro/Spring Valley

DRAFT Neighborhood Mobility Plan
Exhibit 11. Existing Transit Facilities

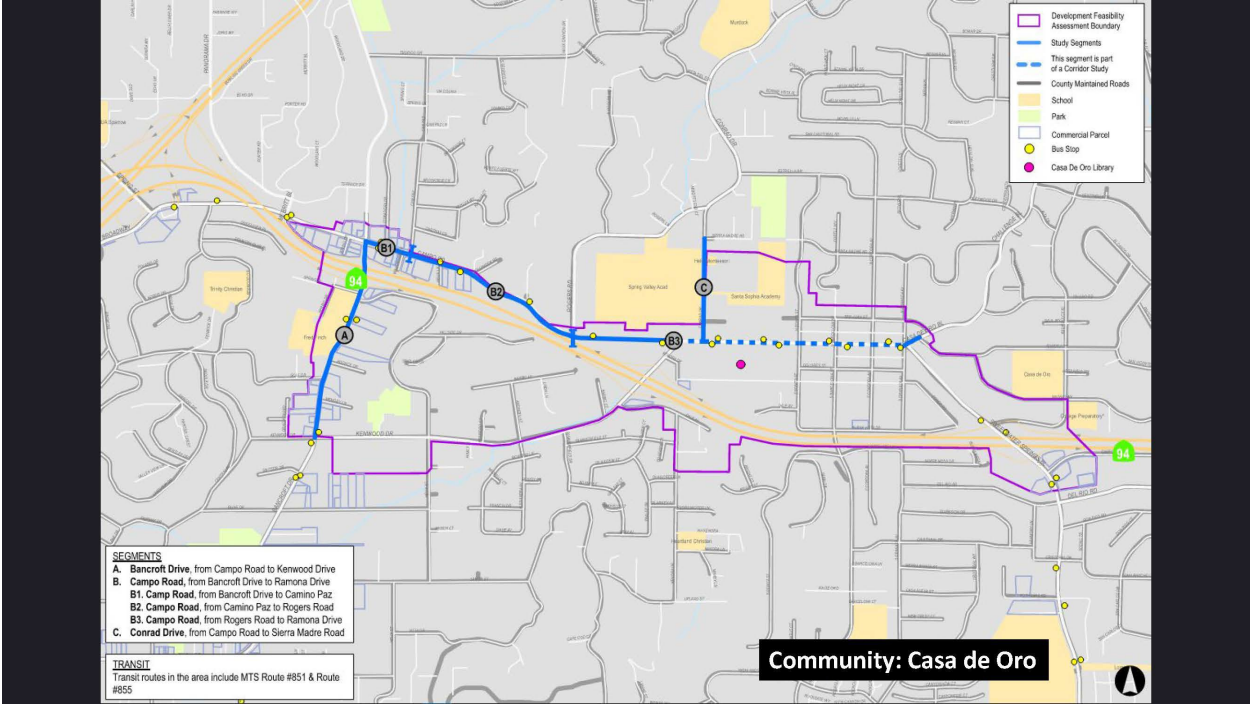
Appendix B



Development Feasibility Assessment: Infrastructure Analysis Report Excerpts¹

1. To view the full Development Feasibility Analysis report, please refer to the Board of Supervisors Archive at this link [COBPublicView](#), or visit the County's webpage [Development Feasibility Analysis \(DFA\)](#)

Community: Casa de Oro



[Note: This area is termed “Valle de Oro / Casa de Oro” in the DFA Report. The title “Casa de Oro” is kept, per the original IGA Report.]

Community: Casa de Oro

Segment A: Bancroft Drive, from Campo Road to Kenwood Drive

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)	Parkway	Min MPH	2035 ADTs (1000s)	
Campo Rd – Kenwood Dr	Community Collector (2.1C)	-	2	12'	-	40'-54'	60'-74'	2	8'	10'	45	11.5-17.2
Existing			2	11'	-	44'-52'	60'-68'					

Segment is not part of the LRSP Priority List
 Segment has intersection on the LRSP Priority List (#56)



Community: Casa de Oro

Segment A: Bancroft Drive, from Campo Road to Kenwood Drive

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)	Parkway	Min MPH	2035 ADTs (1000s)	
Campo Rd – Kenwood Dr	Community Collector (2.1C)	-	2	12'	-	40'-54'	60'-74'	2	8'	10'	45	11.5-17.2
Existing			2	11'	-	44'-52'	60'-68'					

Segment is not part of the LRSP Priority List
 Segment has intersection on the LRSP Priority List (#56)



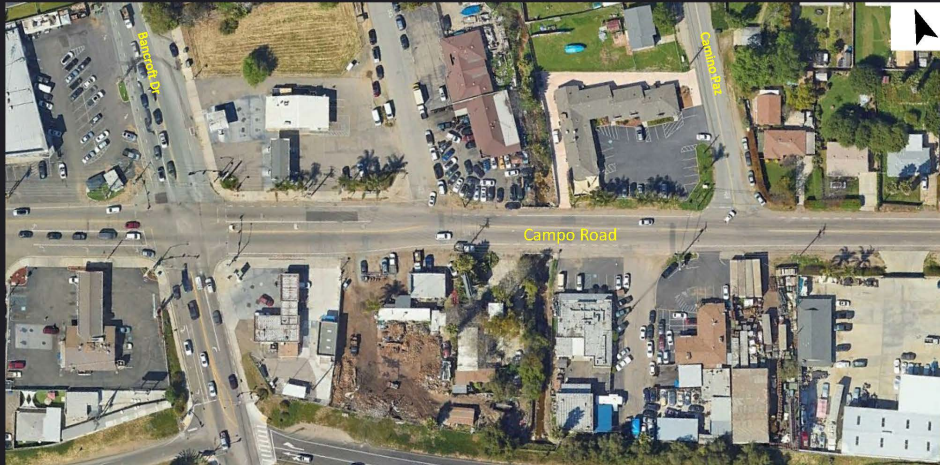
Investments to Segment A: Bancroft Drive, from Campo Road to Kenwood Drive enhance bikeability by adding a Class II bike lane to the side of the street where there is no existing bike lane and buffers between the bike lanes and the travel lane. Additional investments include adding a median, a parkway, and increasing the right-of-way width to 60'-74'.

Community: Casa de Oro

Segment B: Campo Road, from Bancroft Drive to Ramona Drive (1 of 3)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Bancroft Dr – Camino Paz	Major Road (4.1B)	-	4	12'	-	64'-78'	84'-98'	2	8'	10'	55	10.1
Existing			2	14'-18'	-	44'-62'	60'-78'					

Segment is a part of the LRSP Priority List (#6)
Segment has intersections on the LRSP Priority List (#56)



Community: Casa de Oro

Segment B: Campo Road, from Bancroft Drive to Ramona Drive (1 of 3)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Bancroft Dr – Camino Paz	Major Road (4.1B)	-	4	12'	-	64'-78'	84'-98'	2	8'	10'	55	10.1
Existing			2	14'-18'	-	44'-62'	60'-78'					

Segment is a part of the LRSP Priority List (#6)
Segment has intersections on the LRSP Priority List (#56)



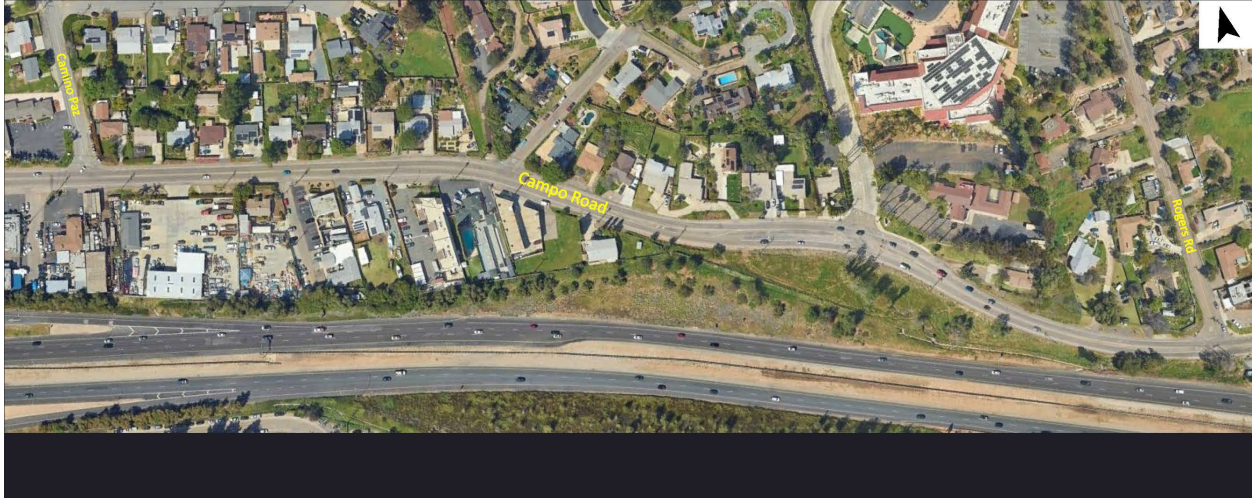
Investments to Segment B-1: Campo Road, from Bancroft Drive to Camino Paz enhance walkability and bikeability by adding Class II bike lanes to both sides of the street, buffers between the bike lanes and the travel lane, and adding parkways and sidewalks. Additional investment includes increasing the right-of-way width to 84'-98'.

Community: Casa de Oro

Segment B: Campo Road, from Bancroft Drive to Ramona Drive (2 of 3)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Camino Paz – Rogers Rd	Community Collector (2.1C)	-	2	12'	-	40'-54'	60'-74'	2	8'	10'	45	11.5-17.2
Existing			2	12'-14'	-	44'	60'-86'					

Segment is not part of the LRSP Priority List
Segment has no intersections on the LRSP Priority List

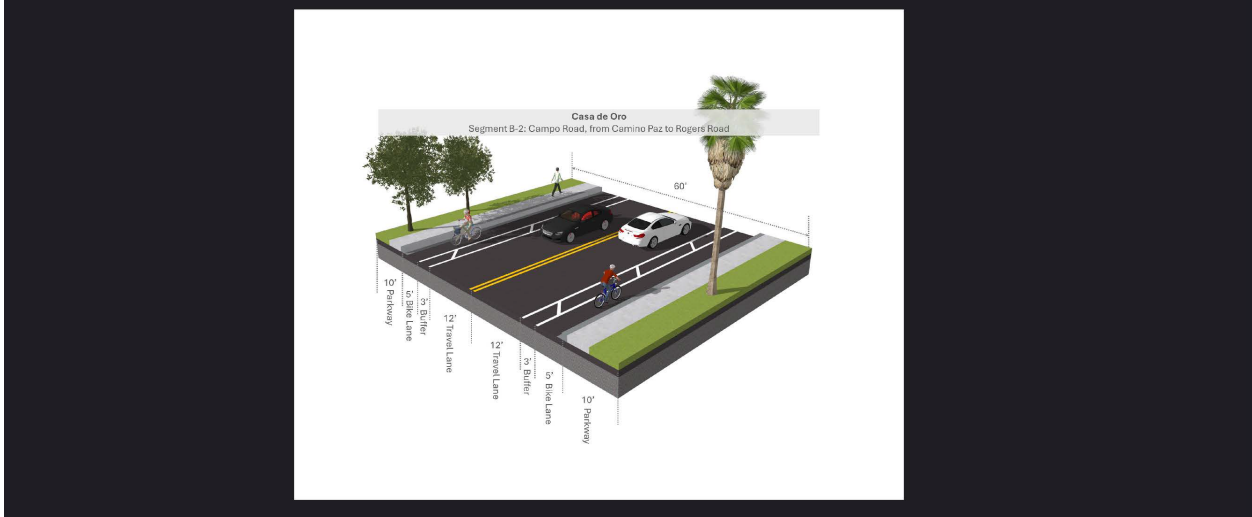


Community: Casa de Oro

Segment B: Campo Road, from Bancroft Drive to Ramona Drive (2 of 3)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Camino Paz – Rogers Rd	Community Collector (2.1C)	-	2	12'	-	40'-54'	60'-74'	2	8'	10'	45	11.5-17.2
Existing			2	12'-14'	-	44'	60'-86'					

Segment is not part of the LRSP Priority List
Segment has no intersections on the LRSP Priority List



Investments to Segment B-2: Campo Road, from Camino Paz to Rogers Road enhance walkability and bikeability by adding Class II bike lanes to both sides of the street, buffers between the bike lanes and the travel lane, and adding parkways and sidewalks.

Community: Casa de Oro

Segment B: Campo Road, from Bancroft Drive to Ramona Drive (3 of 3)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)	Median	Road Surfacing	ROW Width	Shoulder (#/Width)	Parkway	Min MPH	2035 ADTs (1000s)
Rogers Rd – Ramona Dr	Boulevard (4.2B)	-	4 12'	-	64'-78'	92'-106'	2 8'	14'	40	7.5-13.5
Existing			2-4 12'	-	36'-76'	60'-88'				

Segment is a part of the LRSP Priority List (#6)
Segment has intersections on the LRSP Priority List (#13 & #28)

← Rogers Rd approx. 0.5 miles

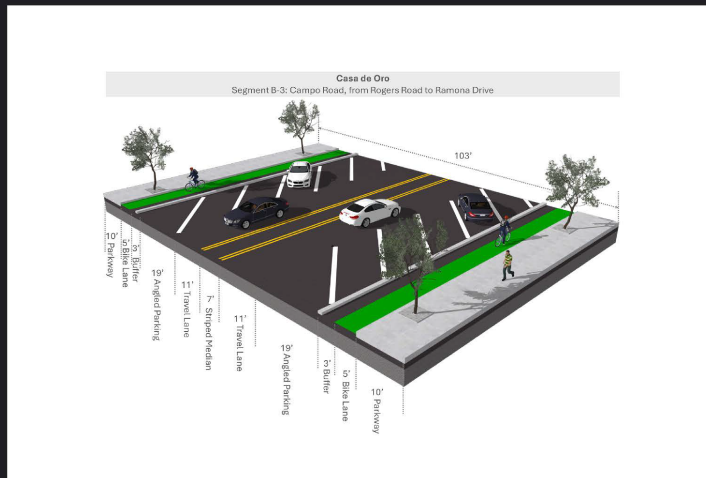


Community: Casa de Oro

Segment B: Campo Road, from Bancroft Drive to Ramona Drive (3 of 3)

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)	Median	Road Surfacing	ROW Width	Shoulder (#/Width)	Parkway	Min MPH	2035 ADTs (1000s)
Rogers Rd – Ramona Dr	Boulevard (4.2B)	-	4 12'	-	64'-78'	92'-106'	2 8'	14'	40	7.5-13.5
Existing			2-4 12'	-	36'-76'	60'-88'				

Segment is a part of the LRSP Priority List (#6)
Segment has intersections on the LRSP Priority List (#13 & #28)



Cross section is based on the Campo Revitalization Plan, except striped median.

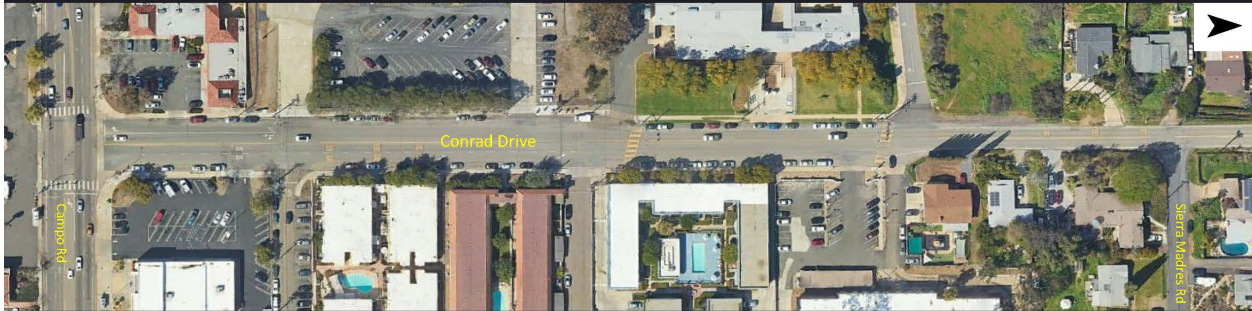
Investments to Segment B-3: Campo Road, from Rogers Road to Ramona Drive enhance walkability and bikeability by adding Class III bike lanes to both sides of the street, buffers between the bike lanes and the parking, and adding parkways. Additional investment includes increasing the right-of-way width to 92'-106', adding a median, and angled parking.

Community: Casa de Oro

Segment C: Conrad Drive, from Campo Road to Sierra Madre Road

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Campo Rd – Sierra Madre Rd	Community Collector (2.2E)	-	2	12'	-	40'	64'	2	8'	12'	40	6.3-7.5
Existing			2-3	12'	-	34'-62'	72'-82'					

Segment is not part of the LRSP Priority List
Segment has intersection on the LRSP Priority List (#13)

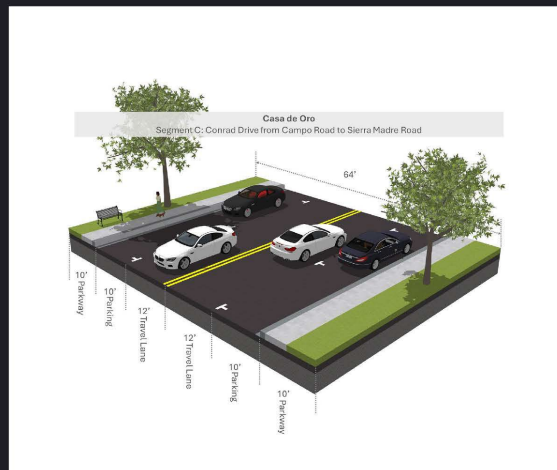


Community: Casa de Oro

Segment C: Conrad Drive, from Campo Road to Sierra Madre Road

Extents	ME Classification	Non-ME Functional Classification	Lanes (#/Width)		Median	Road Surfacing	ROW Width	Shoulder (#/Width)		Parkway	Min MPH	2035 ADTs (1000s)
Campo Rd – Sierra Madre Rd	Community Collector (2.2E)	-	2	12'	-	40'	64'	2	8'	12'	40	6.3-7.5
Existing			2-3	12'	-	34'-62'	72'-82'					

Segment is not part of the LRSP Priority List
Segment has intersection on the LRSP Priority List (#13)



Investments to Segment C: Conrad Drive, from Campo Road to Sierra Madre Road enhances walkability by adding sidewalks and parkways throughout this whole segment.

Appendix C



**Engagement Summary &
Public Workshop Transcripts**



County of San Diego
Community Based Transportation Program

Casa de Oro / Spring Valley
Neighborhood Mobility Plan

Phase I Stakeholder Engagement Summary Report

Draft #1 – 09/02/25

I. Overview

Introduction

The purpose of this Phase I Stakeholder Engagement Summary Report (the Report) for the Casa de Oro / Spring Valley Neighborhood Mobility Plan, also known as “Casa de Oro Connects,” is to summarize the project background and engagement objectives, process, activities, and key findings from this phase of the project. This report also summarizes the outreach efforts and community feedback received to-date.

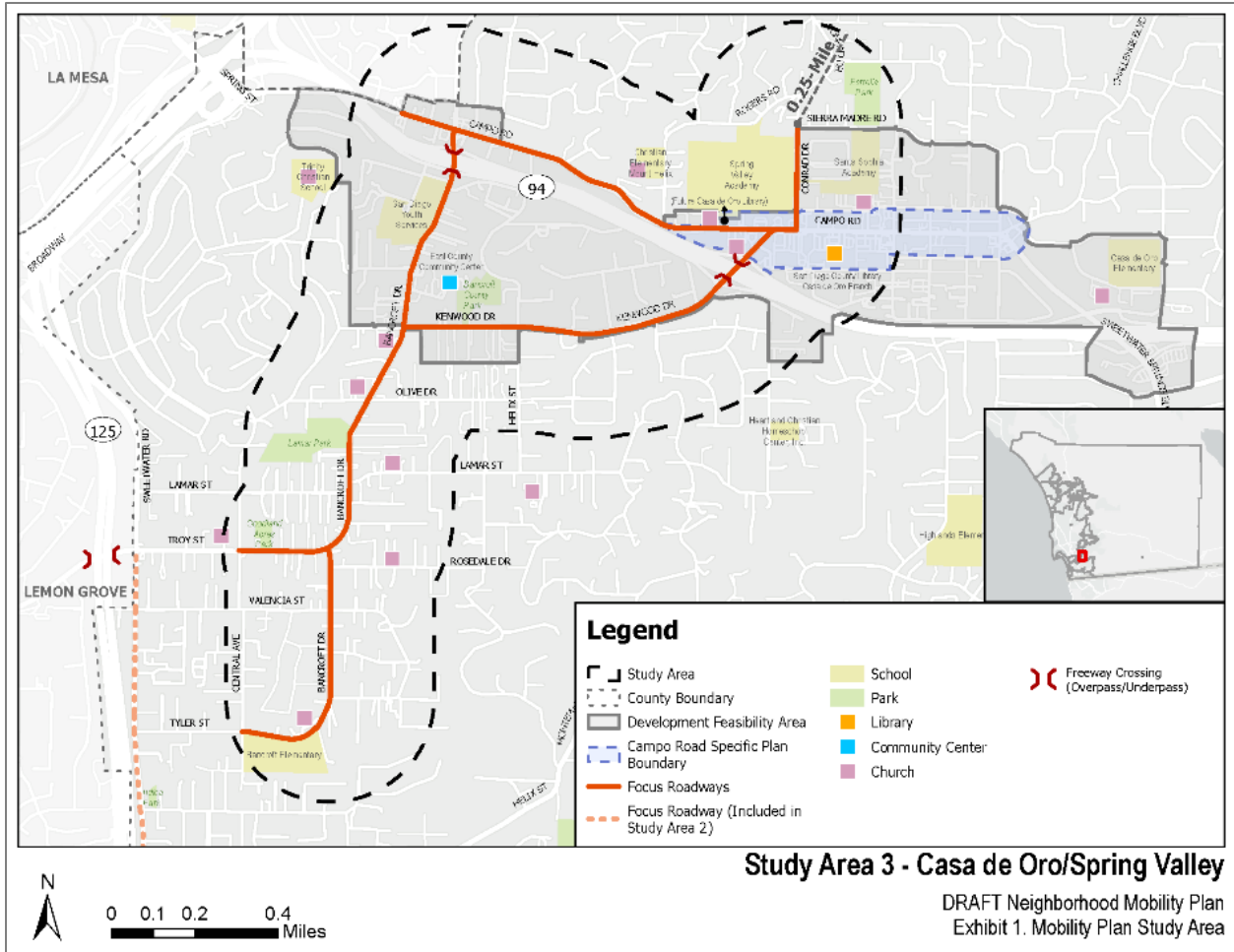
The Casa de Oro Connects designated Project Manager from the County Planning and Development Services Department (PDS) leads the technical process, including oversight of development and implementation of the Stakeholder Engagement Plan (SEP), with support from other staff and technical team members.

Summary of Community and Project Backgrounds

The SEP and Community Needs Assessment documents for the project contain detailed information about community background topics including land uses and demographics. Following is a summary of key community and project background points as outlined in the *Existing Conditions Assessment* under a separate cover.

Community Background

- The study area for the NMP focuses on the connection from Casa de Oro to Spring Valley in the unincorporated County and includes approximately ¼ mile along segments of Campo Road, Bancroft Drive, Kenwood Drive, and Troy Street.
- There are two primary commercial corridors within the study area. Along Campo Road commercial areas support the adjacent communities and provide a mix of uses including grocery stores, restaurants, institution and education facilities while the other commercial corridor along Bancroft Drive and Troy Street are largely comprised of automotive supportive businesses, smaller local retailers, and light industrial uses. The land uses along Kenwood Drive are primarily single family residential with an increase in multi-family residential approaching Bancroft Drive.
- Also included are one elementary school, one middle school, one pre-K-to-eighth grade school, and ten religious institutions. Four County parks and a library are all important community destinations.
- The population of the communities within the study area according to 2022 US Census data, is approximately 33,684 and is made up of 10,790 households. The median annual income across all census tracts within the study area was \$91,047, which is below the County average (\$98,928).
- The study area is racially and ethnically diverse as a whole. The two largest groups of residents in the community identify as Hispanic/Latino at 42% followed by White and African American at 36% and 11%, respectively. Approximately 61% of Spring Valley’s residents speak English as their primary language at home and 32% speak Spanish.



- The percent of the population whose income is below poverty level is between 10% to 20% for the majority of the study area.

Project Background

- San Diego Association of Governments (SANDAG) Regional Plan and Sustainable Communities Strategy (Regional Plan) includes developing a network of Mobility Hubs. Less than 1 percent of unincorporated San Diego County is currently within the sphere of influence of the proposed Mobility Hubs, where transit and on-demand travel infrastructure investment will be focused.
- The Community Based Transportation Program (CBT Program) is focused on achieving greater equity and expanding mobility options for the unincorporated areas as a “living framework” for guidance on how communities should advance their transportation infrastructure and identify transportation investment opportunities. Casa de Oro Connects is part of the CBT Program, bringing Casa de Oro and Spring Valley residents, community organizations, and County staff together to identify multimodal transportation challenges and needs in the local community.
- The resulting toolbox of mobility solutions forms the Casa de Oro / Spring Valley Neighborhood Mobility Plan. Known as Casa de Oro Connects, it will explore unique opportunities and recommendations for mobility that can directly contribute to reducing greenhouse gas

emissions, as well as identify community specific opportunities to align with potential increased infill development and density close to major corridors and transit services that are consistent with regional and climate plans and reduce dependence on auto-centric mobility.

- More specifically, Casa de Oro Connects will look to achieve mobility goals, including but not limited to:
 - Analyze ways to better connect the Casa de Oro / Spring Valley community to increased transit options and San Diego Trolley stations (i.e., the local mobility hub)
 - Accommodate multimodal travel options and grow active transportation networks (e.g., walking, biking, rolling, micro-mobility, and public transit).
 - Assist the community in understanding how improved mobility and expanded community capacities and collaborative relationships may help to address community needs such as health, safety, housing, equity, restorative justice and mobility.
 - Encourage and facilitate opportunities for all community members to participate in the vision development, prioritization, and decision-making

Stakeholder Engagement Objectives and Phases

Overall, the goal of stakeholder engagement for Casa de Oro Connects is to facilitate inclusive community engagement through community-centered outreach. Following are engagement objectives that support this goal:

1. Identify and engage stakeholder groups and all community members in envisioning and designing a safe, connected, accessible, and multi-modal mobility system
2. Provide multiple and relevant communication methods to build community awareness of the project and how to get involved
3. Account for the communication and engagement needs of environmental justice communities and those community members who have limited mobility options, which may include but not be limited to those who are difficult to reach, have language barriers, and who do not normally participate in traditional community engagement activities (i.e., meet them where they are)
4. Design and conduct engagement activities that are accessible and relevant to their target audiences and that provide meaningful input and data to the project team
5. Record, summarize, and publish community input in accessible formats at key points in the process

Stakeholder engagement is organized by the two phases of the Casa de Oro Connects process:

Phase I: Community Needs Assessment and Opportunities

Phase II: Draft and Final Neighborhood Mobility Plan.

This report summarizes the process, activities, and key findings for Phase I.

II. Phase I Stakeholder Engagement Process and Activities

Objectives and Key Questions

The purpose of Phase I was to educate and collect community input on priorities for mobility options in the Casa de Oro / Spring Valley community as part of the Community Needs Assessment (CNA). The Phase I objectives and key questions (in *italics*) for collecting input were as follows:

1. Inform the community on the purpose and background for the CBT and Casa de Oro Connects
 - *What questions do you have about the project purpose and background?*
2. Involve the community in refining the draft findings from the CNA to reflect their mobility experiences
 - *Which of the findings are most related to your mobility experiences in Casa de Oro and Spring Valley? Why?*
 - *Do you have additional mobility experiences in Casa de Oro and Spring Valley to add to the assessment findings?*
3. Involve the community in identifying potential mobility improvements and programs that respond to their needs
 - *Based on your mobility experiences and needs in Casa de Oro and Spring Valley, which potential mobility improvements or programs are most important to you?*
4. Inform the community on next steps in the process and how to stay involved
 - *Are there additional ways that would help you to stay involved?*

Outreach and Communications Methods

The project team utilized the following outreach strategies and communication methods during Phase I:

- Launch of the “Engage Casa de Oro Connects” web page through the County’s Engage platform with at least 415 visits (see next section for more details)
- Direct email to contact list of stakeholders: 46
- Direct communications (phone/email) with stakeholders: 3
- Direct email via County GovDelivery email platform: 6,688 delivered; 2,134 opened
- Use of stakeholder groups’ communication channels and spaces (e.g., social media, e-newsletters, bulletin boards)
 - Jazz in the Park social media, Casa de Oro Alliance (multiple in June 2025)
 - NextDoor posting (7/7/25)
 - Spring Valley Community Alliance posting (7/9/25)
 - Casa de Oro Alliance posting (7/14/25)

Engagement Activities

Phase I engagement activities included the following:

- **Launch of “Engage Casa de Oro Connects” webpage** to serve as the public communications hub, with outreach efforts designed to attract stakeholders to the webpage for the latest project information and upcoming engagement activities.
- **An in-person community workshop** was hosted by the project team on July 15, 2025 at the Casa De Oro Library within the Casa de Oro community. Project information was presented to community members about initial needs assessment findings, and input was solicited from the perspective of the community members’ priority issue areas, and potential mobility improvements and programs.
- **Tabling at the community events** within the study area, as follows:
 - **Spring Valley Day**, a free street fair hosted by the Spring Valley Community Association, occurred on April 26, 2025 at the intersection of Bancroft Drive and Tyler Street.
 - **Jazz in the Park**, a free music event hosted by the Casa de Oro Alliance, occurred on June 22, 2025 at Estrella County Park, 9813 Estrella Drive.
 - **Bancroft Elementary School Back to School Night** for parents and students occurred on August 21, 2025.
 - **Spring Valley Academy Back to School Night** for parents and students occurred on August 27, 2025.
- **Communications with Chair of the Valle de Oro Community Planning Group** resulted in the Chair’s request that the Draft NMP be presented to the Group for feedback when it is available for public review.
- **A web-based and map-based input form** included on the Engage webpage, which encouraged visitors to submit location/site-based comments on an interactive map.



The communications and feedback summarized in this report is included with the Community Needs Assessment. Additionally, the findings are considered to be specific recommendations to the project team in development of the Draft NMP.

III. Summary of Findings: Phase I Stakeholder Engagement

Overall Findings

The stakeholder engagement activities during Phase I generated the following overall findings:

- Fill gaps in the sidewalk network to strengthen connections from the neighborhoods to the major corridors, schools, parks, and similar destinations
- Improve traffic safety through multiple means including:
 - Calming traffic and reducing speeds on major corridors
 - Removing blind spots
 - Reducing congestion at freeway interchanges
 - Increasing enforcement
- Improve pedestrian safety, crossings, lighting, and access at key community destinations, particularly schools and parks
- Expand transit options that improve connections to the San Diego Trolley and increase local service levels
- Provide comfort features at transit stops, particularly for heat
- Create improved or separated bicycle facilities on major corridors

Following are summaries of findings from each Phase I engagement activity.

Community Workshop Findings

The Community Workshop for Phase I of Casa de Oro Connects occurred on July 15, 2025 from 5:30 p.m. to 7:00 p.m. in the Community Room of Casa de Oro Library, located at 9805 Campo Road, Spring Valley. Seventeen (17) community members attended the workshop. The purpose of the workshop was to present project information and collect input from community members about initial needs assessment findings, community members’ priority issue areas, and potential mobility improvements and programs.



Workshop Format, Agenda and Proceedings

The project team distributed public notices about the workshop through multiple means as described in the previous “Outreach and Communications Methods” section. The workshop format included brief slideshow presentations from the project team and small and large group discussions to collect input. The agenda and proceedings were as follows:

- I. **Welcome and Introductions.** Project team members introduced themselves to and their roles and responsibilities on the project
- II. **Overview: Casa de Oro Connects.** Project team members presented a slideshow explaining the project purpose, it's relation to other County efforts, the rationale for focusing on the SV community, mobility planning elements, the planning process and schedule, and community engagement objectives. Project team members also offered to answer any clarifying questions.
- III. **Draft Findings: Existing Conditions.** Project team members presented additional slides that contained findings and data about the study area's land uses and housing, demographics, current travel patterns, existing transportation network (streets, bicycle, pedestrian, and transit)
- IV. **Community Input Part 1: Needs Assessment Findings.** Participants gathered around large project maps arrayed on tables in the room, where project team members facilitated small group discussions and recorded notes on the maps related to the following questions:
 - a. *What sounds familiar (or not) based on your experience moving around Casa de Oro and Spring Valley?*
 - b. *What other mobility experiences do you have?*
 - c. *What, if anything, makes it difficult to access transit in this area?*
- V. **Community Input Part 2: Potential Improvements and Programs.** Project team members presented additional slides to the full group about the "transportation toolbox" of flexible design options focused on improving safety, calming vehicle speeds, and improving access to pedestrian, bicycle and transit facilities. Participants and project team members then reconvened around the maps arrayed on the tables to discuss and make notes on the following question: *"Based on your mobility experiences and needs in Casa de Oro and Spring Valley, which potential mobility improvements or programs are most important to you?"*
- VI. **Summary and Next Steps.** Project team members concluded the meeting by explaining how participants can continue to stay involved in the project, including signing-in at the front table and visiting the project webpage. Participants were also encouraged to submit any additional written comments via a form provided at the beginning of the meeting.

Participants provided input by talking with project team members around project area maps on tables in the meeting room. Four (4) versions of the project area maps included specific data: (1.) baseline study area; (2.) existing transit routes; (3.) bicycle and pedestrian facilities; and (4.) existing land uses.

Participants talked one-one-one or in small groups with project team members in sharing their reactions to the existing conditions data, their mobility experiences, mobility issue areas at specific community locations, and ideas for potential improvements or programs. Participants wrote their ideas (or project team members did so on their behalf) on sticky notes and placed them on the maps related to location-specific feedback.

Summary of Workshop Input

Following are key themes of participants' input at the workshop, including some example comments from participants.

Pedestrian Safety

- Close the gaps in the sidewalk network, particularly between the residential areas, schools, parks, and major destinations, including but not limited to these locations:
 - Kenwood Drive between Bancroft Drive and Campo Road
 - South of SR-94 between Sweetwater Springs Boulevard and Heartland Christian Homeschool
 - South Barcelona
 - Helix Street between Kenwood Drive and Lamar Street
 - Memory Lane to the National Historic Landmark
 - Bancroft Drive and Tyler Street for school access to Bancroft Elementary School
- Add crosswalks at key intersections and community destinations, including but not limited to these locations:
 - Lamar Park on Bancroft Drive
 - Transit stops on Avocado Road and Campo Road
- Ensure full ADA compliance of current and future pedestrian infrastructure
- Reduce number of driveway cutouts along Campo Road
- Increase enforcement of vehicles parked on sidewalks
- Include Sweetwater Springs Road as a corridor in this study



Intersections and Traffic Calming

- Slow vehicle traffic and increase safety and pedestrian comfort on routes that connect school sites, parks, and transit stops through multiple methods, such as:
 - Along major pedestrian and bike routes: Kenwood Drive, Campo Road, and Bancroft Road
 - Freeway under-crossings
 - Increase police patrols during high traffic periods
- Improve safety at major roadways and intersections including at:
 - Kenwood Drive at Campo Road and Bancroft Road
 - Valencia and Avocado streets

- Barcelona and Campo Road
- Bancroft Road and SR-94 ramps
- Improve visibility at blind spot locations such as:
 - Campo Road intersections
 - Kenwood Drive near Bancroft County Park
 - Andreen and Kenwood Ct.
- Study the potential for traffic circles at major intersections
- Speed limit radars

Transit

- Strengthen connection to San Diego Trolley:
 - Frequency of bus connections in the community
 - High speed bus service along freeways to major destinations (e.g., SDSU, Cuyamaca College)
- Provide free fares for youth and seniors, if not all residents
- Increase transit connections and stops near school sites
- Create local microtransit options for local destinations
- Provide comfort features and amenities at transit stops, especially shelter and shade
- Explore the potential for separate bus lanes on Campo Road
- Improve parking options at Trolley stations

Bicycle and Multi-Modal Pathways

- Create more separated/protected bike routes
- Explore potential of bikeways and pathways along flood channels
- Clean bikeways and roadways to improve safety

Additional Topics

- Plan mobility improvements with housing and mixed-use development plans
- Explore historic and business improvement districts as ways to improve infrastructure
- Improve access points to Lamar Park
- Develop Bancroft County Park
- Address parking needs near Campo Road
- Increase public communications about planning activities
- Improve flooding conditions during major rain events, such as on Bancroft Road

Detailed transcriptions of submitted comments and photographs of the project maps and comments are included in the appendix of this report.

Tabling Findings

Project team members hosted pop-up tabling at four community events:

- **Spring Valley Day**, a free street fair hosted by the Spring Valley Community Association, occurred on April 26, 2025 at the intersection of Bancroft Drive and Tyler Street.
- **Jazz in the Park**, a free music event hosted by the Casa de Oro Alliance, occurred on June 22, 2025 at Estrella County Park, 9813 Estrella Drive.
- **Bancroft Elementary School Back to School Night** for parents and students occurred on August 21, 2025.
- **Spring Valley Academy Back to School Night** for parents and students occurred on August 27, 2025.



The purpose of the tabling was to connect with community members to provide brief project information and input opportunities about mobility needs.

Project team members set up a folding table, County-branded tablecloth, project area maps, and input forms. At each event, team members interacted with approximately 20-to-30 adults and youth and took notes on their behalf about their mobility experiences and mobility needs in the study area.

Spring Valley Day

Following are key themes of participants' input from Spring Valley Day:

- Expand the sidewalk network to fill gaps, including:
 - Campo Road, north of SR-94
 - Kenwood Drive
 - Highland Elementary
- Improve pedestrian crossings at:
 - Bancroft and Troy Roads (Bancroft Elementary School)
 - Highland Elementary
- Install lighting on Bancroft Road
- Calm traffic on Bancroft Road and at Bancroft Elementary
- Reduce traffic congestion at the SR-94 interchanges
- Improve safe access to Lamar Street
- Provide local microtransit service

Jazz in the Park

Following are key themes of participants' input from Jazz in the Park:

- Expand the sidewalk network to fill gaps, including Estrella Drive and Campo Road
- Improve pedestrian safety and security in key locations, including:
 - Areas with heavy transient populations
 - Access to the library
 - Pedestrian crossings, particularly on Campo Road
- Improve traffic safety and calming, including:
 - Reduced blind drives and spots on Kenwood Drive and Campo Road
 - Increased law enforcement
 - Speed bumps and signage in key locations, including Estrella Drive
 - Reduced speed limits on residential streets
 - Near freeway interchanges
- Provide local microtransit service and shade at transit stops
- Provide dog walking stations
- Create bike lanes
- Address other issues including:
 - Empty/underutilized parking lots
 - Roadwork impacts
 - Private roads that are improperly maintained
 - Left turn lights that do not sense traffic

Bancroft Elementary School Back to School Night

Following are key themes of participants' input from Bancroft Elementary School Back to School Night:

- Focus on reducing traffic speeds and increasing pedestrian safety measures at Bancroft Elementary School (Bancroft Road and Tyler Street)
- Expand the sidewalk network to fill gaps, especially on Bancroft Road to access the neighborhood and school
- Improve the Sweetwater Springs Road and Valencia Road intersection to address blind spots

Spring Valley Academy Back to School Night

Following are key themes of participants' input from Spring Valley Academy Back to School Night:

- Address frequent speeding and traffic collisions at key locations:
 - Estrella Park and surrounding neighborhoods
 - Campo road
 - Kenwood Drive



- SR-94 interchanges
- Bancroft Road
- Add sidewalks and crosswalks to the streets surrounding and connecting to Spring Valley Academy
- Prevent double-parking at school pickup and dropoff
- Improve alleyway safety that connects to Spring Valley Academy
- Improve the culvert to allow for pedestrian access
- Address traffic safety and lighting at Lamar Park, Par Drive, and Link Drive
- Improve road conditions at the intersection of Conrad Drive and Campo Road
- Enable residents to easily plan and maintain landscaping and trees in pedestrian areas
- Extend the bike lane at Bancroft and Valencia roads

Detailed transcriptions of tabling comments are included in the appendix of this report.

DRAFT

Date	Event	Comment	Location	Category	Notes
7/15/2025	Public Workshop	4 way stops at Valencia and Avacado	Valencia and Avocado St	traffic calming	
7/15/2025	Public Workshop	Radar display speed limit signs on Bancroft	Bancroft Dr	traffic calming, safety	
7/15/2025	Public Workshop	Troy Street Trolley Station to SDSU	Troy St	transit	
7/15/2025	Public Workshop	Crosswalk to Lamar Park	near Lamar Park/Bancroft Dr	pedestrian safety	
7/15/2025	Public Workshop	Create Business Improvement District at Olive and Troy	Olive and Troy St	Financing	
7/15/2025	Public Workshop	Rear and side entrances to Lamar Park	Lamar Park	Access	
7/15/2025	Public Workshop	Community multipurpose bike path possibly along flood channels		Bike/ped infrastructure	
7/15/2025	Public Workshop	Speeding and blindspots on kenwood near andreen and kenwood ct	andreen and kendoowd ct	traffic calming, safety	
7/15/2025	Public Workshop	traffic circle at Bancroft and Olive	Bancroft Dr and Olive	traffic calming	
7/15/2025	Public Workshop	More lighting on Campo Rd and Bancroft Dr, directional shielded lighting where residential is present	Campo Rd/Bancroft Dr	lighting	
7/15/2025	Public Workshop	Gladly Coffee line comes outon Bancroft Dr and blocks access to 94 onramp	Bancroft Dr/ 94 on ramp	traffic congestion	
7/15/2025	Public Workshop	more sidewalks and bikelanes through residential areas		Bike/ped infrastructure	
7/15/2025	Public Workshop	more lighting		lighting	
7/15/2025	Public Workshop	Bike lanes outside two exits not in area of campo rd. Make sure bike lanes do not disrupt traffic flow		bicycle safety, traffic congestion	
7/15/2025	Public Workshop	more police presence would be nice to increase safety, not for emergencies.		safety	
7/15/2025	Public Workshop	slow traffic down, bike lanes not a priority to me, i dont see a lot of people using them		traffic calming	
7/15/2025	Public Workshop	investigate traffic circle at bancroft dr and campo rd	bancroft dr/ campo rd	traffic calming	
7/15/2025	Public Workshop	sidewalk on Memory lane to National Historic Landmark	Memory Lane	pedestrian safety	
7/15/2025	Public Workshop	Campo Rd and Kenwood and Bancroft, Speeding	Campo Rd, Kenwood Dr, Bancroft Dr	traffic calming	
7/15/2025	Public Workshop	East County Community Center is Not a community center			
7/15/2025	Public Workshop	Create historical district	north of kenwood near bancroft county park area		
7/15/2025	Public Workshop	Develop Bancroft County park			
7/15/2025	Public Workshop	sidewalk on kenwood from Helix to Kenwood Ct, school kids SVA		pedestrian safety	
7/15/2025	Public Workshop	no sidewalk for ped/bicycle access between andreen and campo rd on kenwood		Bike/ped infrastructure, pedestrian safety, bicycle safety	
7/15/2025	Public Workshop	unsafe for children commuting to and from school. accidents, running stop signs, and speeding through kenwood/94 on/off ramps. major safety for vehicles and pedestrians		safety	
7/15/2025	Public Workshop	unsafe/broken asphalt sidewalks for children walking to bancroft elementary call bancroft dr and tyler st		roadway conditions, pedestrian safety	
7/15/2025	Public Workshop	no inviting environment for walking, obstacles debris, cars, fences		pedestrian safety	
7/15/2025	Public Workshop	upzone blighted industrial corridor like Troy/Bancroft and Jamacha before planning mobility upgrades			
7/15/2025	Public Workshop	Bus rapid transit on 94 or transit or microtransit connecting to and from trolley to Rancho San Diego		transit	Look at LA high speed buses,
7/15/2025	Public Workshop	sidewalks are parked on because of no enforcement by CHP	bancroft dr and surrounding area from troy st to kenwood		
7/15/2025	Public Workshop	Kenwood blind spot	helix st/kendoowd dr near bancroft county park	traffic calming, safety	
7/15/2025	Public Workshop	not safe for walking/crossing - high traffic speeds	Kenwood	traffic calming, safety	
7/15/2025	Public Workshop	accident at stop signs too many lanes at 4 way stop	near kenwood?	traffic calming, safety	
7/15/2025	Public Workshop	separate bus lanes?	campo rd		

7/15/2025	Public Workshop	greater inland expansion of transit stops that allow for youth to access bus stops to spring valley academy		transit	
7/15/2025	Public Workshop	need ped crossing	south/east end of campo road below 94	pedestrian safety	
7/15/2025	Public Workshop	no pedestrian crossings by bus stops along avocado	avocado	pedestrian safety	
7/15/2025	Public Workshop	blind corner no visibility at high speeds	south/east end of camp rd below 94 past shell station	traffic calming, safety	
7/15/2025	Public Workshop	apartment dwellers use bus by shell	south/east end of camp rd below 94 past shell station	transit	
7/15/2025	Public Workshop	no pedestrian crossing by bus stops	south/east end of camp rd below 94 past shell station	pedestrian safety	
7/15/2025	Public Workshop	Bus route 855 connects to downtown la mesa	south/east end of camp rd below 94 past shell station	transit	
7/15/2025	Public Workshop	unsafe to walk/bike through intersections	kenwood dr up to camp rd	pedestrian safety, bicycle safety	
7/15/2025	Public Workshop	sidewalk on only one side of Kenwood Dr	Kenwood Dr	pedestrian safety	
7/15/2025	Public Workshop	blind road view	corner area of Helix St, Kenwood Dr near Bancroft County Park		
7/15/2025	Public Workshop	Bike lanes like Europe, actual physically distanced		bicycle safety	
7/15/2025	Public Workshop	Valley, it's hot bus stops need covers (extreme heat)		transit	
7/15/2025	Public Workshop	planning documents that are forward looking and will adapt to a new way of thinking about housing and mobility			
7/15/2025	Public Workshop	making it safe to walk to school		pedestrian safety	
7/15/2025	Public Workshop	Light industrial area you cannot walk, cars parked everywhere, not safe	Along Helix St between Kenwood and Lamar	pedestrian safety, bicycle safety	
7/15/2025	Public Workshop	S Barcelona main artery for residents of Rancho San Diego, please consider	S. Barcelona	traffic, safety	
7/15/2025	Public Workshop	pedestrian crossing on S. Barcelona, Busy street, freds urban farm	S. Barcelona	pedestrian safety	
7/15/2025	Public Workshop	Getting rail out to Campo Rd, serving students of cuyamaca college (low income)	Campo Rd to Cuyamaca College	Transit	
7/15/2025	Public Workshop	Can't you include sweetwater springs blvd at a corridor			
7/15/2025	Public Workshop	Freeway Bridge is unsafe	near spring st and camp rd	safety	
7/15/2025	Public Workshop	too many driveways off campo rd	campo rd	traffic	
7/15/2025	Public Workshop	need for safe crosswalk across the street from Lamar Park	Lamar Park by Bancroft Dr	pedestrian safety	
7/15/2025	Public Workshop	lack of parking here	near campo rd		
7/15/2025	Public Workshop	barcelona/campo high traffic accidents	Barcelona and Campo Rd	traffic calming, safety	
7/15/2025	Public Workshop	we need sidewalks	residential area south of 94 between sweetwater springs blvd and heartland christian homeschool	pedestrian safety	
7/15/2025	Public Workshop	more communication about the events			
7/15/2025	Public Workshop	Rancho San Diego area left out they need connections too		transit	
7/15/2025	Public Workshop	As the heat increases maybe offer more transit/trolley/microtransit, kids and people wont want to bike if high heat and no shade		transit	
7/15/2025	Public Workshop	microtransit			large group agreement they would like to see more microtransit
7/15/2025	Public Workshop	Would like to see high speed buses and maybe use those for trolley drop/off pick up to connect people		transit	

7/15/2025	Public Workshop	<p>What are your experiences moving around the community? 2 flat tires the one time i rode my bike on sweetwater</p> <p>What, if anything, makes it difficult to access transit in the study area? parking at spring st. trolley work, i use it to go downtown and out to UCSD.</p> <p>What types of improvements or programs should be considered? upzone the multiple blighted industrial corridors to mixed use. We don't need any more used tire shops, recycling shops, or small used car lots - upzone please -</p>			Feedback submitted via Comment Form
7/15/2025	Public Workshop	<p>What, if anything, makes it difficult to access transit in the study area? Transit connectivity. I work with local schools helping youth get the youth opportunity pass and a lot of youth and teacher have mentioned distance from their closest bus stop being an issue to riding public transit.</p> <p>What types of improvements or programs should be considered? microtransit to analyze how we can connect the community to their bus stops and get more people on public transit</p>			Feedback submitted via Comment Form
7/15/2025	Public Workshop	<p>What are your experiences moving around the community? Bancroft drive floods when it rains. due to lack of usable sidewalks and bike lanes on Bancroft and Troy, I drive to other neighborhoods to walk outside and no longer ride my bike. I've seen people with wheelchairs rolling down Bancroft street because the sidewalk is unusable. When I want to take the trolley, I drive to the trolley station because the bus schedule/route is lacking and there is no shelter.</p> <p>What, if anything, makes it difficult to access transit in the study area? At the bus stop. I drive to mission valley for work and spend 15-20 minutes in traffic in the morning from kings view cir to the 94 W on ramp.</p> <p>What types of improvements or programs should be considered? Bike lanes, ada compliant side walks, better traffic control at 94W on ramp, increased bus service, large bus stops w/shelter, 125 off ramp closer to tyler st</p>			Feedback submitted via Comment Form
7/15/2025	Public Workshop	<p>What are your experiences moving around the community? very uncomfortable to bike, given state of roads, lack of infrastructure. big bottleneck to access 94/125 freeway @ bancroft and campo, esp during traffic times. Not very walkable in spring valley for groceries, errands, etc.</p> <p>What, if anything, makes it difficult to access transit in the study area? bus stops lack infrastructure, sidewalks inadequate</p> <p>What types of improvements or programs should be considered? free transit for youth & seniors, free "ride days for all" to increase ridership and identify more areas of improvements.</p>			Feedback submitted via Comment Form

		<p>What are your experiences moving around the community? Kenwood & Andreen crossing to sidewalk is scary. I'd rather drive. When driving, turning out of Andreen is scary! Cars drive too fast on kenwood. Exiting 94 East onKenwood, stop signs are not enough people do not stop. Crashes happen often! Children walk home and stop signs are a hazard.</p> <p>What, if anything, makes it difficult to access transit in the study area? From Kenwood; only one side has a sidewalk and its dangerous to cross. Campo Rd - frogger like - experience. I feel unsafe walking period. Transit is not on my mind.</p> <p>What types of improvements or programs should be considered? Slow cars down on kenwood. idk how. but please. more sidewalks ADA. my mom is low-vision & she needs esay and ada sidewalks. I hope to be able to walk to our new casa de oro library. I have these improvements will allow me to do that safely. thank you.</p>			
7/15/2025	Public Workshop				Feedback submitted via Comment Form
7/15/2025	Public Workshop	no box stores, target for amenities, costco, appliances, department store			Feedback submitted via Comment Form

Appendix D



Pop-Up Tabling Comments Transcripts

Date	Event	Comment	Location	Category	Notes
4/26/2025	Spring Valley Day	Traffic congestion	Near 94 and Broadway and Campo Rd	traffic calming	Casa de Oro Study Area #3
4/26/2025	Spring Valley Day	Sidewalks	Campo Rd, North of 94	pedestrian safety	Casa de Oro Study Area #3
4/26/2025	Spring Valley Day	Need sidewalks near Kenwood Dr	Kenwood Dr	pedestrian safety	Casa de Oro Study Area #3
4/26/2025	Spring Valley Day	Safe Access to Lamar St		pedestrian safety, sidewalk connectivity	Casa de Oro Study Area #3
4/26/2025	Spring Valley Day	Cars drive too fast		traffic calming	Casa de Oro Study Area #3
4/26/2025	Spring Valley Day	Avoiding light causing more traffic	Bancroft Dr and Troy St near Goodland Acres Park	traffic calming	Casa de Oro Study Area #3
4/26/2025	Spring Valley Day	Bancroft/Troy Pedestrian Crossing	Bancroft Dr and Troy St	pedestrian safety	Casa de Oro Study Area #3
4/26/2025	Spring Valley Day	Sidewalks needed by Highland Elementary	Highland Elementary	pedestrian safety, sidewalk connectivity	Casa de Oro Study Area #3
4/26/2025	Spring Valley Day	Small/Little bus service used to come up Campo Rd, S.Barcelona, & E. austin. Would be helpful to have something similar to help people get around		micro-transit	Casa de Oro Study Area #3
4/26/2025	Spring Valley Day	Freds Urban Farm next to Highland Elementary has no safe crosswalks. People run/cross street unsafely through traffic	Freds Urban Farm, Highland Elementary	pedestrian safety	Casa de Oro Study Area #3
4/26/2025	Spring Valley Day	lighting for walking	Bancroft Dr	pedestrian safety	Casa de Oro Study Area #3
4/26/2025	Spring Valley Day	more lighting on Bancroft	Bancroft Dr	pedestrian safety	Casa de Oro Study Area #3
4/26/2025	Spring Valley Day	Speed bumps or speeding deterrants		traffic calming	Casa de Oro Study Area #3
4/26/2025	Spring Valley Day	speed bumps and stop sign. Already had deaths near bancroft elementary	Bancroft Elementary	traffic calming	Casa de Oro Study Area #3
6/22/2025	CDO Alliance Jazz in the Park	no shade at bus stops by shell	near shell station	transit	
6/22/2025	CDO Alliance Jazz in the Park	would like to bike more- more bike lanes		bicycle safety	
6/22/2025	CDO Alliance Jazz in the Park	would love to walk around more- sidewalks		pedestrian safety	
6/22/2025	CDO Alliance Jazz in the Park	more sidewalks		pedestrian safety	
6/22/2025	CDO Alliance Jazz in the Park	biking is a challenge		bicycle safety	
6/22/2025	CDO Alliance Jazz in the Park	dog walking stations, make cleaner to get around		pedestrian safety	
6/22/2025	CDO Alliance Jazz in the Park	Estrella Drive no sidewalks , N bonita drive until san juan/campo road	Estrella Drive	pedestrian safety	
6/22/2025	CDO Alliance Jazz in the Park	Kenwood Drive blind spot/corner	Kenwood Drive	safety	
6/22/2025	CDO Alliance Jazz in the Park	Microtransit to get to and from Rancho SF college and trolley on spring		microtransit	
6/22/2025	CDO Alliance Jazz in the Park	Kenura and other st by campo road given away is a big issue on connectivity and mobility - those private roads are now not maintained properly	off of campo road	traffic calming, roadway conditions	
6/22/2025	CDO Alliance Jazz in the Park	speed in residential streets (125 issue to get out of rancho sf)		traffic calming	
6/22/2025	CDO Alliance Jazz in the Park	more police presence would be nice to increase safety and traffic control		traffic calming	
6/22/2025	CDO Alliance Jazz in the Park	speed bumps on estrella drive		traffic calming	
6/22/2025	CDO Alliance Jazz in the Park	left turn light, yield light bonita does not sense cars properly		traffic congestion	
6/22/2025	CDO Alliance Jazz in the Park	signage flashing		safety	
6/22/2025	CDO Alliance Jazz in the Park	access to library		pedestrian safety	
6/22/2025	CDO Alliance Jazz in the Park	roadwork terrible on barecelona st. campo road		roadway conditions	
6/22/2025	CDO Alliance Jazz in the Park	white apartments near park are rundown [by building that burned down] , cannot walk to school there are scary people on sidewalks		pedestrian safety	
6/22/2025	CDO Alliance Jazz in the Park	speed bumps on estrella drive	Estrella Drive	traffic calming	

6/22/2025	CDO Alliance Jazz in the Park	sidewalks	madre/campo area	pedestrian safety	
6/22/2025	CDO Alliance Jazz in the Park	add bike lane	between madre rd and campo	bicycle safety	
6/22/2025	CDO Alliance Jazz in the Park	less parking near intersections so visibility is better pulling out, blindspots	near campo road	safety	
6/22/2025	CDO Alliance Jazz in the Park	like playing frogger	campo road	pedestrian safety	
6/22/2025	CDO Alliance Jazz in the Park	very dangerous intersection	kenwood near 94 /campo road	traffic calming	
6/22/2025	CDO Alliance Jazz in the Park	going too fast, blindspot	Kenwood Drive	traffic calming	
6/22/2025	CDO Alliance Jazz in the Park	lots of blind drives	near Christian Homeschool center	safety	
6/22/2025	CDO Alliance Jazz in the Park	We have a lot of empty/underutilized parking lots, some even has a wall in the middle it's hard to get around		Parking	
6/22/2025	CDO Alliance Jazz in the Park	Lots of people living here have dogs, but no place to walk their dogs.		pedestrian safety	
6/22/2025	CDO Alliance Jazz in the Park	Need transportation options to go to other places, not just around this area. i.e. options to school for college students		transit	
6/22/2025	CDO Alliance Jazz in the Park	Speeding is an issue. We can hear racing at home		traffic calming	
8/21/2025	Bancroft Elementary Back to School Night	Lots of Speeding		traffic calming, safety	Talked to ~18 people (parents & children) at the Bancroft Elementary Back to School Night
8/21/2025	Bancroft Elementary Back to School Night	Sweetwater and Valencia intersection is dangerous. Blind spots	Sweetwater and Valencia	traffic calming, safety	
8/21/2025	Bancroft Elementary Back to School Night	Need speed limit signs		traffic calming, safety	
8/21/2025	Bancroft Elementary Back to School Night	More sidewalks, throughout community		pedestrian infrastructure	
8/21/2025	Bancroft Elementary Back to School Night	Add more stop signs by schools.		traffic calming, safety	
8/21/2025	Bancroft Elementary Back to School Night	Speeding drivers nearby schools		traffic calming, safety	
8/21/2025	Bancroft Elementary Back to School Night	Speed control/traffic calming		traffic calming, safety	
8/21/2025	Bancroft Elementary Back to School Night	Add flashing signs		pedestrian safety	
8/21/2025	Bancroft Elementary Back to School Night	There are no sidewalks on Bancroft, it is not safe to walk	Bancroft	pedestrian safety	
8/21/2025	Bancroft Elementary Back to School Night	Too many drivers speeding throughout		traffic calming, safety	*need to add sticky notes on boards
8/21/2025	Bancroft Elementary Back to School Night	need better path near Bancroft Elementary		pedestrian infrastructure	
8/21/2025	Bancroft Elementary Back to School Night	Front of elementary is unsafe		pedestrian safety, traffic calming	
8/21/2025	Bancroft Elementary Back to School Night	Lack of sidewalks		pedestrian infrastructure	
8/21/2025	Bancroft Elementary Back to School Night	Neighbors like to walk!		pedestrian infrastructure	
8/21/2025	Bancroft Elementary Back to School Night	No sidewalks on Bancroft		pedestrian infrastructure/ safety	

8/21/2025	Bancroft Elementary Back to School Night	Park security and safety		safety	
8/21/2025	Bancroft Elementary Back to School Night	Need to slow cars on Bancroft		traffic calming	
8/27/2025	Spring Valley Academy Back to School Night	Speeding	near Estrella Park and surrounding areas	traffic calming, safety	Talked to ~33 people (parents & children) at the Bancroft Elementary Back to School Night
8/27/2025	Spring Valley Academy Back to School Night	Poor visibility for drivers	near Estrella Park and surrounding areas	traffic calming, safety	
8/27/2025	Spring Valley Academy Back to School Night	Kids walk in alley		pedestrian infrastructure, safety	
8/27/2025	Spring Valley Academy Back to School Night	Bike lane disappears	Bancroft/Valencia	bicycle infrastructure, safety	
8/27/2025	Spring Valley Academy Back to School Night	Fast Traffic	Bancroft	Traffic Calming, Safety	
8/27/2025	Spring Valley Academy Back to School Night	Roger Rd needs sidewalk	Rodger Rd	pedestrian infrastructure, safety	
8/27/2025	Spring Valley Academy Back to School Night	No sidewalks to schools	general in relation to Spring Valley Academy and surrounding schools	pedestrian infrastructure, safety	
8/27/2025	Spring Valley Academy Back to School Night	Conrad and Campo has too many pot holes	Conrad and Campo	road conditions	
8/27/2025	Spring Valley Academy Back to School Night	Crosswalk lights, safe crosswalks near schools		pedestrian infrastructure, safety	
8/27/2025	Spring Valley Academy Back to School Night	Accidents happening on Campo Rd and near Kenwood by Carls Jr. A lot of kids walk in this area and its not safe	Camp Rd, Kenwood Dr	Traffic Calming, Safety	
8/27/2025	Spring Valley Academy Back to School Night	Double parking near schools hazards		Traffic Calming, Safety	
8/27/2025	Spring Valley Academy Back to School Night	Speeding and accidents on Campo Rd and near underpass by 94	Campo Rd/ 94	Traffic Calming, Safety	
8/27/2025	Spring Valley Academy Back to School Night	Cars are too fast at lamar park	Lamar Park	Traffic Calming, Safety	
8/27/2025	Spring Valley Academy Back to School Night	Need lighting by park	Lamar Park	Lighting	
8/27/2025	Spring Valley Academy Back to School Night	Need rumble strips and speed bumps		Traffic Calming, Safety	
8/27/2025	Spring Valley Academy Back to School Night	Need stop sign at Par Dr and Link Dr, car accidents	Par Dr and Link Dr	Traffic Calming, Safety	
8/27/2025	Spring Valley Academy Back to School Night	Lacking sidewalks		pedestrian infrastructure	
8/27/2025	Spring Valley Academy Back to School Night	Improve the culvert for walking		infrastructure improvements, pedestrian infrastructure	
8/27/2025	Spring Valley Academy Back to School Night	Make it easy to plant and maintain landscaping and trees		Landscaping	
4/26/2025	GIS Interactive Map Comments	Our community needs flashing cross walks and side walk	Campo Rd	pedestrian infrastructure	
7/9/2025	GIS Interactive Map Comments	An active pedestrian crosswalk is desperately needed between the bus stops on Sweetwater springs Blvd at Campo Rd. Vehicle traffic exceeds the speed limit when coming northbound downhill.	Sweetwater Springs Blvd & Campo Rd	pedestrian infrastructure, traffic, safety	

7/16/2025	GIS Interactive Map Comments	Road is not in good condition. Biking and walking is dangerous.	Linda Ln	pedestrian infrastructure, safety	
7/21/2025	GIS Interactive Map Comments	We need sidewalks and bike lanes	Campo Rd	pedestrian/bike infrastructure,	
8/27/2025	GIS Interactive Map Comments	Bancroft Elementary - Seems safer/easier to walk to the school through the back entrance.	Tyler St	safety	
12/3/2025	GIS Interactive Map Comments	Unable to walk under the 94 overpass from my neighborhood to access the community via Barcelona street without walking in the road or on unmaintained dirt paths that are littered with weeds and trash	Barcelona St	pedestrian infrastructure, safety	